

Legislative Council

Tuesday, 23rd August, 1955.

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

QUESTIONS.

FISHING INDUSTRY.

Transport from the North-West.

Hon. N. E. BAXTER asked the Minister for the North-West:

(1) Is he aware that the C.S.I.R.O. is devoting considerable attention to the fishing industry, particularly in the vicinity of Shark Bay, Exmouth Gulf, Carnarvon and "Minilya"?

(2) Is he aware that since the war, the Government has financed returned men into the fishing business at Shark Bay, necessitating an increase in refrigeration and transport?

(3) If he is of the opinion that greater productivity in the fishing industry is of economic benefit to the State, what economic form of transport would he suggest for the industry other than by shipping refrigerated cargo space, which is not available on the North-West boats?

(4) Is he of the opinion that the only form of transport available from Shark Bay for the fishing industry is road transport?

(5) Does he agree that the Government should do everything possible to ensure the economic transport of fish from the North-West?

The MINISTER replied:

(1) "Minilya" is a sheep station. However, for some years the State Government, through the Fisheries Department, acting conjointly with the C.S.I.R.O., has been investigating various aspects of the fishing industry in the North-West.

(2) Over £50,000 has been advanced on boats, engines and equipment, mainly for freezer boats engaged in crayfishing, but most of which go to Shark Bay during the schnapper season. The Government has also assisted a road transport company by guaranteeing the company's bank overdraft.

(3) Refrigerated space is available on vessels serving the North-West. Shipping is probably the cheapest form of transport. This Government has under construction two modern vessels, containing ample space for future expansion of the fishing industry in that area. Southern freezer boats fishing in Shark Bay and adjacent waters have made rendezvous with State ships. All recent demands for space have been satisfied. The freight is less than 1½d. per lb. Fishing boats based at the township of Denham in Shark Bay are not equipped to take advantage of the shipping service. Of necessity, the catch is sold to local shore-based freezers which virtually control the industry.

(4) No. Road transport is not the only form of transport available to freezer owners. There are no facilities to use shipping, but air transport has been used. The company operating North-West aerial services had aluminium containers specially made to carry frozen fish in aircraft. Since last December, 7,238 lb. of Shark Bay fish has been flown to Perth. The cost was 3d. per lb., including use of containers. The company believes it could transport the entire local catch if necessary. Road is the principal method of transporting fish from Denham. It is the only means of supplying the community and is a vital link in the economy of the industry.

(5) Yes, everything within the law.

POLICE FORCE.

Recruiting Age and Discharge of Duties.

Hon. J. D. TEAHAN (for Hon. G. Bennetts) asked the Chief Secretary:

(1) Is it a fact that the recruiting age for admission to the Police Force has been reduced to 19?

(2) If so, is it considered that police constables at this age are fully capable of carrying out the responsibilities of the duties entrusted to them?

The CHIEF SECRETARY replied:

(1) Yes. Recruits are engaged between the ages of 19 and 27 years. In the case of ex-servicemen the age is extended to 30 years. The age was reduced to 19 years by ministerial approval in 1948.

(2) Yes. Experience has proved that this is so.

STATE SAW MILLS.

Amounts Owning by Trade Debtors.

Hon. J. MURRAY asked the Chief Secretary:

In view of the fact that the balance sheet of the State Saw Mills to the 30th June, 1954, recently tabled, shows the entry—

Sundry trade debtors, £214,845.

Less bad and doubtful debts, £5,000.

Will he give the House the figures under this heading for the 30th June, 1955?

The CHIEF SECRETARY replied:

The figures are—

	£
Sundry trade debtors	329,936
Less bad and doubtful reserve	5,000
	<u>324,936</u>

The balance sheet and report are in the process of finalisation. The figures have not been audited.

PARLIAMENTARY SUPERANNUATION FUND.

Tabling of Balance Sheets.

Hon. W. R. HALL asked the Chief Secretary:

(1) When was the last balance sheet of the Parliamentary Superannuation Fund tabled in this House?

(2) When will the balance sheet for the year ended the 30th June, 1955, be tabled?

The CHIEF SECRETARY replied:

(1) The balance sheet for 1951-1952 was the last tabled. The 1952-1953 balance sheet was distributed to members but, apparently through an oversight, was not tabled. Copies of this and the 1953-1954 balance sheet were tabled this afternoon.

(2) Accounts for 1954-55 have been prepared and the balance sheet will be tabled on completion of the audit of the accounts by the Auditor General.

PEARLING LUGGERS.

Value of Shell and Pearls Recovered.

Hon. C. W. D. BARKER asked the Minister for the North-West:

(1) How many pearling luggers have operated from Broome and other North-West ports each year from 1945 up to the present time?

(2) What tonnage of pearl-shell was recovered during each of those years?

(3) What was the value of pearl-shell obtained each year?

(4) What was the value of pearls recovered each year?

The MINISTER replied:

(1) The number of luggers for the respective years was as follows:—

1945	Broome		Onslow	Total
	No	Pearling activity recorded.		
1946	9		4	13
1947	21		6	27
1948	20		8	28
1949	19		6	25
1950	24		1	25
1951	22		1	23
1952	19		1	20
1953	23		1	24
1954	28		1	29

(2) The tonnage of pearl shell recovered was—

1945	Broome		Onslow	Total
	No	Pearling activity recorded.		
1946	87		15	102
1947	267		53	320
1948	284		51	335
1949	264		48	312
1950	334		18	352
1951	308		13	321
1952	292		10	302
1953	436		13	449
1954	545		13	558

(3) The value of pearl shell obtained was—

1945	Broome		Onslow	Total
	No	Pearling activity recorded.		
1946	£ 52,332		£ 6,275	£ 58,607
1947	167,246		28,810	196,156
1948	145,236		22,720	167,956
1949	94,536		14,600	109,136
1950	155,365		9,125	164,490
1951	167,932		6,500	174,432
1952	170,382		6,500	176,882
1953	276,310		8,353	284,663
1954	346,065		9,490	355,555

(4) The value of pearls recovered was—

1945	Broome		Onslow	Total
	No	Pearling activity recorded.		
1946	£		£ 410	£ 410
1947	775		519	1,294
1948	1,745		185	1,930
1949	590		450	1,040
1950	1,635		...	1,635
1951	1,440		50	1,490
1952	400		100	500
1953	2,025		...	2,025
1954	2,294		...	2,294

ADDRESS-IN-REPLY.

Fifth Day.

Debate resumed from the 17th August.

HON. J. G. HISLOP (Metropolitan) [4.48]: Not having been present in the House when the motions of condolence were passed, I would like to add my word and say how much I deplore the loss of two esteemed members of this Legislative Council. Time brings its changes, but one does not look for such sudden losses as we have suffered this year.

Following Mr. Simpson, I, too, would like to congratulate you, Mr. President, and those who had any hand in the alteration of this Chamber. It has been my complaint over the years that the lighting has been difficult, but now I do not think anybody could have any room for complaint at all. This Chamber is most beautifully lighted; the seating has been

improved; and, generally, I should say, every member would give commendation to those who have organised this change.

I suppose it is customary at this time, especially with the weather as it is outside, to refer to some aspect of the weather as it affects each one of us. But there is one point that does distress me as I sit in my office, and look towards the river and see it become more chocolate-coloured every day. Surely really valuable topsoil of much of our country is going out in thousands and thousands of tons into the open sea. I am not a geologist or a specialist in soil erosion, but it must be obvious to each one of us that generations in the future will ask what we did to try to stop this irreparable loss. If there is any method by which we can prevent such loss—perhaps by the planting of trees or undergrowth of any sort in certain areas, even though it deprives us of some of the arable land—if there is such a method, we should adopt it with the idea of saving for posterity the rich country that lies behind.

The Stephenson plan has, of course, caused a great deal of interest and criticism. It is hoped that those of us who have taken an active interest in the town planning of the metropolitan area will soon be able to see the whole plan laid out before us and to examine the reasons why Professor Stephenson made certain decisions. Probably nothing has created greater interest than the siting of the bridge over the Narrows and particularly the road leading from the Narrows to the north. There are many individuals in this city who deplore the loss of the sweep around Mounts Bay and look to the future line of it with some dismay, realising that it will become more nearly a straight line from the Narrows to the Causeway. That sweep around Mounts Bay is probably one of the most beautiful parts of Perth, and there are a number of people who would prefer to see it preserved than to have such a lot of the bay filled in.

One of the things I cannot understand is that, in one comment from some responsible officer, it was said that the plan proposed by Mr. Harold Boas failed to take into account the necessity for large parking areas in close proximity to the city. Yet the reply by the Minister, a day or two later, to another piece of criticism, was that there was no intention whatever of using for parking purposes the area now being reclaimed. But quite a number of the public are still dismayed by the thought that this large area which is being resumed will simply become a spot on which a huge collection of motorcars will be parked all day, alongside our river front. I take it that the Minister's statement will be given effect to and that the place will not be a parking area. If it is not to be a parking area, I fail to see why Mr. Boas's plan was criticised on the ground that it gave no thought to large parking areas.

Having been interested in town planning since I have been a member of the commission, I have been concerned at the opportunity that has been missed of widening Milligan-st. between St. George's Terrace and Hay-st. A frontage of 120ft. now being built on by Carlyle & Co., was demolished, and yet the new building is being erected within a foot or two of the old alignment. I do not think that to have declared a building alignment some 10ft. to 15ft. back in Milligan-st. would have materially altered the amount of space for Carlyle & Co's new showrooms. Once that had been done, the rest of it could have been easily widened; because a building on the corner, which belonged to the late Dr. Saw and was left to the University, is virtually Government property, and in the rebuilding of that, which must take place within a few years, a further length of alignment to Milligan-st. could have been added. On the other portion there is a Commonwealth post office; and there was the sale of a shop in Hay-st., next door to it, within the last few months, which meant that the alignment of the post office could have been moved back to fit in with any proposed new one.

Going over to the other side of Milligan-st., we have the Melbourne hotel; but in between that and the hostel on the corner of Murray-st., there are only shop frontages which could also have been easily moved back. This street must eventually, in the planning of the city, play a very much larger part than it does now; and it could become a means of exit from some of the northern portions of the city even on this side of the railway down into Mounts Bay-rd., because some of the buildings that lie between it and Mounts Bay-rd. will eventually have to be demolished.

I wonder whether thought has been given to another alignment of the access road which is proposed in Professor Stephenson's plan to cut through Mount-st. and Malcolm-st. and out into George-st. I wonder whether consideration has been given to a tunnel from the site that contains Bishop's House at the corner of Spring-st. and Bazaar Terrace, to come out in Milligan-st. somewhere in the neighbourhood of Motor House, which would be on almost the same level as the proposed spot in George-st. from which the fly-over would go across the railway to the northern suburbs. I do not think the cutting of a tunnel from those two points in either plan would be very greatly different. But in one plan there would be practically no resummptions at all; whereas, in the other, there would have to be considerable resummptions. The taking of the route from Bishop's House to Milligan-st. should not leave any scar across the city such as would be left by cutting through the hill into Mount-st. and across to Malcolm-st.

I wonder also why, when Mr. Harold Boas presented his plan of going through the park, he did not also consider going much further out, of the city and taking a road from the Narrows bridge by the side of Mt. Eliza to join the road on the western side of the park—I think that is Hackett Drive—coming out into Thomas-st. and so encircling the park and using Thomas-st., which already exists and could be widened considerably right up to King's Park-rd. as the point of exit to the northern suburbs.

One must realise that the road which is being built is being developed solely for traffic leaving the north side of the railway and coming out at the Narrows bridge. The roadway will not lessen to any extent at all the congestion of traffic making its way from the city to the Narrows; whereas I should think that building a road around the opposite side of the park and coming out into Thomas-st. would be the means of taking the traffic right out of what will still become a busy area north of George-st. up to West Perth. I know the Minister is vitally interested in town planning; and I would like him to tell the House whether there are any alternatives to the plan put forward by Professor Stephenson, which provides for a road across to Malcolm-st. and out to George-st., because a number of people do believe there are alternatives which could be discussed.

While talking about the city streets, as an ordinary motorist I would like to protest about the condition of their surface. I have not seen much repair work carried out for a long time. Hay-st., and William-st. on the other side of the bridge, and the bridge itself, are sadly in need of repair. It is a bumpy journey around many of our city streets, and this position should not be allowed to continue, because the repair costs will eventually be much greater than if the streets are maintained in good order.

Another point of interest to us all would be added to by the Chief Secretary were he to tell us why the newly-erected weirs have been overflowing so soon after the additions to the walls. It is interesting to read that something like 2,000,000,000 gallons a day are going over the two weirs and being lost to us when we have so little means of conserving water in Western Australia. The Minister might also be able to tell us why Wellington Dam, which is in an area where every particle of water must be of vital importance for the irrigation of the surrounding land, overflows.

Those of us who are interested are not skilled enough to say where the economic point lies at which these weirs or their walls must cease. It is curious to read—I think I have this correctly—that rain was falling to such an extent in the catchment area of the Wellington Dam that the dam could have been filled in four days; yet the whole of that water was going over the weir wall. The public

want to know—I say this advisedly because of the number of people who have spoken to me—why the Mundaring wall was erected only to its present height when it was known that it was quite likely that every three years the weir would overflow. Is there a necessity for weirs to overflow? Does the overflowing of a weir ensure that the water retained remains potable? I do not know the answers to these questions; but there must surely be people who can advise the Chief Secretary—and, through him, this House—on these points.

On a totally different subject, I wonder whether the Government would hold an inquiry into the possibility, in mass superannuation, of admitting a small percentage of unfit people. Ever since I, as a physician, have examined cases for superannuation, I have been impressed by the fact that the very persons who need the protection given by superannuation are, in the main, deprived of it. I realise there are schemes all round the city, and that some firms examine their staffs on entry at a quite young age and do not ask for any further examination to admit them, probably after some years of service, into their superannuation scheme. One realises that in a certain number of the schemes, no examination is required of the entrant provided that the amount claimed is within a limited sum—I think about £2,000

I feel, however, that the person who has worked for a firm for some years, and has rendered good service, is unfairly treated if the firm decides to institute a superannuation scheme and that person is found to have something physically wrong with him so that he is prevented from participating. The number that would be affected is, I think, not very large. Only just recently I was asked by a firm which employs a large number of workers whether I would examine one of their men who had been refused superannuation. He was the only one who had been refused for some considerable time in this large concern.

We would be doing a social justice, I consider, if we arranged that a certain small percentage of unfit people could be admitted into superannuation schemes. It could be done, I am quite certain, on an actuarial basis, and it would cover those who really need coverage under superannuation.

There are many who have for a long time felt that life insurance has the drawback of not covering those people who really require the protection it gives. Great steps are taken to see that those who apply for life insurance are physically fit and that the risk is not great, but is generally known on an accepted actuarial basis. It is interesting to realise that in the United States there is an insurance company which takes only the risks discarded

by the other companies; in other words, the bad risks. This company takes them at a high premium rate, and it is still able to exist. It is possible that the introduction of the same principle here might be wise. Whether it could be done on a purely Government basis in the same way as the Government cares for the miners and their silicosis risks, I do not know; but I would like that included in any inquiry that is held.

It is possible that the setting aside of a lump sum per annum—as an experiment, possibly £25,000 a year might cover the position with our present population—to be handled by a committee to subsidise the insurance companies with respect to known bad risks, but with a reasonable expectation of life, would be of great assistance. I refer to such cases as that of a young boy who has rheumatic fever and who, as a result, when he applies for life insurance is not accepted, but who still has a reasonable expectation of life. He could be accepted at an increased premium, but the increased premium might be such that he could not afford to take out the cover. I do believe that these people would, if a Government subsidy scheme were introduced, be extremely grateful for the public service rendered, and I am quite certain it would be a tremendous step forward in our social service.

I suggest to the Government that it might set up an inquiry into the two points I have raised: firstly, whether in all superannuation schemes a percentage of unfit people could be accepted, so that any added premium or risk would be covered by the vast majority of fit people, amounting to possibly 95 per cent. of the whole; and, secondly, whether the setting aside of a lump sum annually—in regard to which I am only guessing at the moment, but to which I have given some thought—of about £25,000 a year to subsidise the companies for the acceptance of some known bad risks, but with a reasonable expectation of life, would be possible.

The Minister for the North-West: That is, life policies?

Hon. J. G. HISLOP: Yes: They would have to be covered by certain rules and conditions. The amount would have to be laid down. One could not say to an individual of that sort that he could have £10,000 cover, but a reasonable amount. These are matters which I feel certain could be investigated by such a committee as I suggest.

The Chief Secretary: The trouble would be the actuaries in a case like that; they are so conservative in all their estimates.

Hon. J. G. HISLOP: Times do change, and sometimes people's views change. Knowing that such a state of affairs does exist in other countries, we could well have a look at it here.

One aspect of the health of the community which interests me is the apparent lack of co-ordination between Commonwealth Government and State Government health departments, in relation to their expenditure. It seems unwise to have two separate organisations spending money in different directions, shall I say, somewhat regardless of priority, but depending to a large extent on the views of each department. I am not going to say for one moment that a chest hospital at Hollywood is not necessary, but I am going to ask whether any question of priority was discussed in relation to that hospital and the need for extension of our maternity hospital?

I wonder whether the Commonwealth Government, having decided to spend the money—one must not forget that it is a body which is completely uncontrolled in regard to its decisions on finance—to control tuberculosis, even to the extent of building a hospital which will probably cost £1,000,000 before it is finished, gave any thought to priorities in other directions. It seems most extraordinary that we should allow the Commonwealth Government to build a hospital of that size whilst we are completely unable to extend our maternity hospital, which is crying out for beds. If I remember rightly it was originally built for 70 beds and now there is an average of 140 mothers in the hospital. Corridors, passages and all sorts of things are used.

I reiterate that I have no objection to a chest hospital being built; but I do believe that if money is to be spent within the State—I do not care who spends it, whether Commonwealth or State—there should be some discussion in regard to the priority of needs of our health services. If we are to have a medical school here in a short time, one of the most essential subjects to be taught to our medical students is midwifery; but I would hesitate to say that a hospital which contains, on an average, twice as many patients as it was built for, can provide adequate teaching facilities. I very much doubt whether it can provide adequate privacy for the mothers.

Yet here we find that the Commonwealth Government has decided to spend money in this State on some other project; whereas if we asked for further money for a maternity hospital, we would be advised that we have our own money and can spend it according to our needs. But the Commonwealth Government can decide that our need lies in a different direction. I think that some very strong move should be made to endeavour to co-ordinate the expenditure of these two departments. When a State has a crying need for something, there should be some give and take on the part of either the State or the Commonwealth Health Department so that the needs of the people can be met as required.

In his speech, Mr. Teahan was gracious enough to refer to the fact that, in the past, I had spoken frequently on the need for a medical school. I do not think this is the place to make any long rhetorical speech on the need for a medical school, because I believe everybody in this Chamber realises the difficulty that surrounds its proposed establishment. The reason for its being needed is quite simple. It is because, on account of the growth and population of other States, the universities there are no longer able to take our students to train them in medicine. If we did not have a medical school here within the next year or two, we would simply have to face up to the position that no boy or girl living in Western Australia could study the art of medicine.

It seems to me that if that position were accepted there would be only one or two alternatives. If boys and girls who lived in this State spent the last two years or so of their school life in Victoria or South Australia, they would be regarded as being domiciled in Victoria or South Australia respectively as far as the university was concerned. That would mean we would limit the field of those who wished to study the art of medicine to those people who were financial enough to support their children, who were not studying in their own State, for possibly up to nine years. It is not good to limit the number of students who wish to enter the field of medicine.

During the war years, we saw that entry into this field was limited to those who could reach the top of the class and who received high marks when passing their examinations. They were the only ones that could enter the field of medicine. It is a well-known fact, however, that in examinations, whilst the top-marks students may enter into the more scientific study of medicine, the really good general physician—or even surgeon—very often comes from the top rank of the middle-markers. They are the ones that have proved, very often over the years, to be the backbone of the general medical practitioners. Therefore, we should not limit the number of students who wish to study medicine merely by failing to have a medical school within our own State.

I am very happy, too, that the proposed medical school is not to be entirely subscribed to by a Government or controlled by a Government, but that the people themselves are to be given an opportunity to ensure that it is one that can take its place within the field of medicine in Australia, or even the world. We know that no matter how efficient a department may be, the study of science, controlled departmentally, is never successful. Repeatedly we have had evidence placed before us of the National University in Canberra finding it difficult to retain its highly-trained staff because of the control that is exercised over it. Therefore,

I am extremely happy that the people of Western Australia are to be called upon to contribute towards the establishment of this medical school, and to half the cost of the administration, and also are to be asked to subscribe a composite amount which will be devoted to the study of research.

It is obviously essential that we should attract to Western Australia some of the really great teachers and great brains in the world of medicine, surgery and the allied services. It is quite beyond belief that we would be content, as a people, to form a medical school which did not keep up with the standard of those already functioning in Australia. Every medical school has its own teachers, and some have built for themselves a niche in the world of medicine. But those who have achieved this have been able to do so only because of the quality of the men who have held the professorial chairs.

It is interesting to relate that Melbourne was able to build for itself a medical school of renown, known the whole world over, by the calibre of the men who occupied the chairs in the early days of its history. Even when I qualified 30 years ago, the men who occupied those chairs were world-famous identities. Professor Osborne—who is still alive and hearty—had, as Professor of Physiology, no peer in Australia, and probably very few outside this country. Sir Orme Mason, as Professor of Chemistry, was a respected figure the world over; a man of most erudite talent and knowledge. So were others, such as Professor Berry, a very eminent anatomist; and, ever since that date, men of real standing have been attracted to the Melbourne medical school.

I have often stated, in the last few weeks, that as a young man I had a most interesting experience when I offered myself for a post at the great Ormond-st. Hospital for Children in London. Three Australians applied. We were told afterwards that on this occasion no Australian would be appointed because, having appointed so many Dominion medical men previously, they were in danger of weakening their own staff unless they appointed, as resident doctors, those men who were prepared to stay in London and remain with the hospital afterwards. However, later, one of the board members apologised to me—quite a young man—because, as he explained, the board members regretted they were unable to take on to their staff a man with a Melbourne degree. They knew nothing of me whatsoever, but they knew the school through which I graduated.

If we can build up a medical school of a similar quality we shall be able to look back with pride on the work we have achieved. But we cannot do that by asking great men to come here and lecture to a small number of students without the

facility to keep themselves right up to the moment in the progress of medicine. In days gone by it might have been possible to keep up with some of the medical progress, but not today. With the speed of progress and the rapid advancement of medical and surgical sciences, one must be constantly mixed up with that progress. This State, of course, is isolated when it comes to the field of medical work. Therefore, we must build into the field of medical work and research that which will attract men to this State.

Even then, it is essential that these men be given the right to visit other centres and to work at them at frequent intervals; to attend conferences held in the Eastern States and to become apprised of all the latest advances in medicine. In this State we cannot afford to have medical graduates whose knowledge is dated at their time of entry into the school, or at the date of the appointment of the professor. We must have graduates who will be in touch with all the progress of medicine as it advances from day to day.

In a journal which appeared in this State a week or two ago, there were some suggestions in regard to the future of medicine. They were indeed fascinating. The article pointed out that in a very short time television will make it possible for the surgeon to sew together very small blood vessels, arteries or other tissues in the body—which it is impossible to do today—by throwing those structures, enlarged, on to a television screen so that while actually handling the tissues the surgeon will be looking at the screen and sewing them together, as it were, by the aid of the enlarged television picture. Another suggestion put forward was that, with the introduction of rays as they are known today, it is quite possible that knifeless surgery will be introduced for certain diseases.

This article also suggested that it might be possible, before very long, to locate some small area in the brain responsible for the cause of such complaints as epilepsy; and, by means of various rays, penetrate skin and bone without injury to either, and thus eradicate the portion of the brain tissue causing the fit. So this world of medical progress is such that we cannot afford not to be in it. Nor can we afford to form a medical school which tries to function without providing the necessary field of research. One could speak for a long time on this subject; but I have no intention of doing so other than to stress the need for a research branch of this medical school if we are to appeal to some of the great men of medicine whom we hope to see lecturing here.

In a pamphlet which contained the report of the advisory committee to the Premier, there are some matters of great

interest on the formation of this medical school. I do not intend either to criticise or to enlarge on many of the points mentioned, except one. I am disappointed that we have not taken the opportunity of building into this school a faculty of preventive medicine. If I remember rightly, the Premier, in his election speech, said he would bring into Western Australia the greatest brains in the field of preventive medicine. Here is an opportunity, in this medical school, to do something which is not done to any great extent in the universities in other States of Australia: that is, to build into it a faculty of preventive medicine, which could quite easily give to the profession a completely different viewpoint of their work. Criticism has been raised against the profession to the effect that all it does is to treat established disease and never looks at the method of prevention.

Those members of the House who have been here for some years will realise that I have insisted, year after year, that the Workers' Compensation Board should set out to institute research into the prevention of accidents and the best method of rehabilitating the injured worker. As part of the advice tendered to the Premier, this advisory committee suggested that the Director of Child Health and the Director of Maternal Welfare should, in addition to filling the professorial chairs, be advisers to the Public Health Department. I find it difficult to imagine that a man who is going to be a good lecturer and who will engage in research, will also be proficient in advising on the legal aspect of his work.

I feel that even if we do not at first add a chair of preventive medicine to the medical school, we could have it in mind to do so at the earliest possible date. It is interesting to realise that at the present moment considerable thought is being given throughout the bodies in Australia interested in post-graduate medicine to investigating the degree of teaching of preventive medicine in the various medical schools, and the degree of teaching that is made possible in those schools relating to public health. Before very long I expect that a report will be issued showing exactly what the schools in the Eastern States are doing in regard to those two subjects. I think that on the whole it will be found that this side of medicine has up to date been somewhat neglected. Here is an opportunity that we might quite well take to repair that omission.

Finally, I am going to make another suggestion which I think the Premier might well investigate, and if necessary appoint a committee to inquire into. I suggest that from an undergraduate school of medicine, we should extend it to a post-graduate school of medicine, and admit to it people from countries under the Colombo Plan. I was probably stirred in this regard by a paragraph from Miss Westwood's book "The King's Peace," in which she

spoke of the days of Charles the First, when one side of religion persecuted and burnt the heretic of the other side of religion, irrespective of what religion it was. There was a general cry of "Burn the heretic." She points out that there were no anodynes or analgesics; there were no methods of relieving pain, which the Englishman of those days had been taught to suffer and tolerate, and which he had grown to expect as portion of his daily lot, as something to be borne; and which, at the same time, he learnt to inflict as part of the national life.

I believe that if we could distribute to the countries under the Colombo Plan knowledge in regard to health—particularly that relating to the relief of pain and suffering—which they do not now possess, we might be able to instil into them a friendship towards us, that we could bring about in no other way. I believe that what Miss Westwood says is correct, and that man's outlook to man has changed since he has been able to control pain and suffering. If we can offer to those countries alongside of us—India, Pakistan, Burma, Malaya, Thailand, Indonesia—a means of educating those who are now practising as medical men, in the advance of medical science and the control of pain and suffering, we will have contributed greatly to the peace of the world, and to our friendship with them and theirs with us.

I make this suggestion because I believe that the schools in the Eastern States are already so occupied with the training of their own undergraduates, and with the post-graduate work of keeping their own practitioners abreast the progress of medicine, that they can only offer in a limited way a post-graduate service under the Colombo Plan. I believe that in this State we have the opportunity to offer such a service. We will have a small school, and we will have limited numbers of students. It is estimated that even by 1975 we will not admit more than about 50 medical men per annum to practise in this State. Therefore in the years that lie ahead we will have small classes, and the great teacher is not attracted to a small class; he is attracted by an audience.

If we can add to the classes numerically by offering the opportunity of admission to people from neighbouring countries, and allow their medical men to come here and join in the progress of medicine, we will render a service to them. At the same time, we will also build up our own medical school and attract to this city the right type of tutor. The tutor we are looking for is the man who will keep high the tradition of medicine in this city, and who will build a school based on the Hippocratic oath.

HON. J. MURRAY (South-West) [5.37]: I take this opportunity of saying a few words on this motion. The first matter to

which I draw attention relates to two questions I asked the Chief Secretary. One referred to the production and sale of fruit cases. The reply I got was that for many years it has been the practice of the State Saw Mills to market the bulk of its production of fruit cases through wholesale distributors; that orders from one or two new buyers have been accepted this year; and that at present the normal annual production has been fully booked.

The reason I asked this question was that it had come to my knowledge that this had been the practice of the State Saw Mills for some time past. It surprises me to learn that a Government which professes to oppose monopolies of any nature is supporting a monopoly in this instance, because that is what the wholesale distributors virtually are. They buy the cases from the State Saw Mills and distribute them only to the growers who put their fruit through the packing sheds of those distributors. If the growers do not put the fruit through their sheds, then they will have to go without cases.

The next matter relates to sundry trade debtors of the State Saw Mills. When I read the annual report and the Auditor General's report, I was not gravely concerned with the fact that £214,845 was shown under that heading, though this amount did represent approximately one-eighth of the total income. When reading the general manager's report, I was concerned with his remark on page 3 that a tightening in finance has been evident in recent months, and also that there was a tendency by certain builders to over-trade. Additional care in the extension of credit is considered necessary to maintain the present satisfactory position with regard to bad debts.

The losses for bad and doubtful debts were shown at about £5,000, but that is only a sum set aside in a reserve account. The bad and doubtful debts have never reached that figure. In making his report in 1954, the general manager obviously had in mind the tendency of the building trade generally to overbuy if it could get the credit. As the State Saw Mills operate on public funds, not being a private company, they can afford at the end of the financial year to show the setting aside of a large sum as disclosed in the balance sheet.

When we turn to the Auditor General's report of 1954, we find that the sum of £214,845 was an increase over the previous year's figures of about £35,000. On reading that, I thought it pertinent to ask a question to find out whether this year's figures will show an increase or a decrease. It is surprising to read in conjunction with the remarks of the general manager in 1954 that the debt had risen by some £115,000. Despite what he said in 1954, there was a necessity to tighten up on this. I suppose that we shall get an explanation later. It seems that the debt

at the end of each financial year will snowball considerably; and if there is any recession at all in the building trade, the amount of bad and doubtful debts may be increased considerably overnight.

I now come to the main reason for rising to my feet. In my short parliamentary experience I have found that members of Parliament generally have been criticised by the electors for taking a very parochial view on most matters. That applies more to members in another place than it does to those in this House. That is the general criticism of all members of Parliament, and especially during election years. The viewpoint of the average elector is that the members are inclined to look on everything and ask questions purely and simply on a parochial basis.

I have before me a file which is headed in the words of one member thus: "Perth Airport Struggle for Recognition." The title speaks for itself. The file contains, among other documents, letters written by a back-bencher to the Right Hon. Viscount Swinton, Sir Miles Thomas, chairman of the B.O.A.C., and to the Prime Minister, all on the one topic. The file is incomplete because letters have been taken out to be sent to the Press and other places.

The present Premier acknowledged in a very cursory way the work of the member I refer to. When correspondence came to him from the Prime Minister on this subject, he was good enough to forward a copy to the private member. "The West Australian," in a leading article on the 23rd June, 1955, had this to say—

At long last, as disclosed by the Minister for Civil Aviation, Mr. Townley, arrangements have been completed for the routing of part of the Qantas Empire Airways service to Britain through Perth instead of Darwin. There is little difference in mileage via Darwin or Perth. On balance, therefore, the lower costs involved in using Perth as the Australian point of entry or departure offer an overseas airline the opportunity of more economical operation.

Since it is hard to understand why such opportunity should have been neglected in the postwar years, it has to be assumed that the Commonwealth Government has previously been concerned to maintain civil air routes through Darwin as a means of helping to sustain the activity of that strategic northern outpost.

"The Sunday Times" of the 7th August, 1955, published the following reference:—

Qantas makes Perth the doorway to Australia.

Qantas Empire Airways' new Super Constellation service through Perth beginning next Thursday will enhance Perth's prestige as a major doorway to Australia.

Not on the file but in a sub-leader in "The West Australian" of the 12th August, 1955, the following appeared under the heading "Spreading Wings":—

Perth's airport acquires additional importance today with its first use by a Qantas Constellation aircraft flying a scheduled commercial service from Australia to England. The airport's international status, with consequential benefits to Western Australia, has been obtained because of the activities of Qantas Empire Airways, originally through the inauguration of the Indian Ocean route to South Africa and later through the subsidiary Perth-Singapore service with smaller aircraft. The Qantas organisation, which is now fully owned by the Commonwealth Government, is a counterpart in overseas operation to Trans-Australia Airlines within Australia. It is maintaining a justifiably high reputation in world competition.

The final paragraph of the sub-leader read—

Western Australia has much to gain in the commercial and publicity fields from overseas air traffic which has by-passed the State for so long. But the advantages now offering on a relatively modest scale will have to be earned both to maintain and increase them. A vigorous effort is required to cater for the convenience and needs of overseas travellers and to attract tourists at a standard to which they are accustomed elsewhere. Those inclined to be sceptical of the value of the tourist trade may be surprised to learn that Britain's dollar income from this source last year was large enough to pay for all her tobacco and wheat imports from the United States.

The Press generally seems to recognise the importance of this new service routed through Western Australia. I understand that some of the arrangements for the opening ceremony were in the hands of the Qantas officials, and probably no blame can be attachable to them for the neglect to recognise the good work of a private member to bring about this state of affairs. Other portions of the opening ceremony were in the hands of the Lord Mayor of Perth, and probably he can be exonerated for making no reference to the member in question. But I feel that there could be no greater illustration of man's inhumanity to man than for a representative of the Government to attend the ceremony and speak there and yet make no reference to the efforts by Mr. Ross Hutchinson, the member for Cottesloe, to bring about this service.

I have here for anyone who cares to read them, "Hansard," vol. 1, 1951, pages 615 to 619, and "Hansard" vol. 1, 1952, page 602; and I say that the representative

of the Government who had sat in the House and listened to those words could not claim that he was unaware of what the hon. member had done; nor could he, before going out to the aerodrome, have failed to see the correspondence that had passed between the Prime Minister and the Premier or not known about it.

It must be some satisfaction to the member for Cottesloe to realise that there are people in Western Australia who appreciate the big job he did both inside and outside the House, and it may be some satisfaction to his family in years to come to know that the good work of this man lived after him. I support the motion.

On motion by Hon. A. R. Jones, debate adjourned.

House adjourned at 5.53 p.m.

Legislative Assembly

Tuesday, 23rd August, 1955.

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

QUESTIONS.

WATER SUPPLIES.

(a) *Expenditure, Comprehensive and Minnivale-Wyalkatchem Schemes.*

Hon. D. BRAND asked the Minister for Water Supplies:

(1) What was the total money spent on the comprehensive water supply scheme last financial year?

(2) What is the estimated expenditure on the scheme this year?

(3) What amount has been set aside for work on the extension to Minnivale-Wyalkatchem?

The MINISTER replied:

(1) £933,829.

(2) and (3) The proposed expenditure cannot be given until the final allocation of loan funds has been made.

(b) *Narrogin-Wellington Scheme.*

Hon. D. BRAND asked the Minister for Water Supplies:

(1) Following the date in 1949 given as commencement of work on the Narrogin-Wellington water scheme, what work, other than pipeline laying, was done in each year since then?

(2) What total sum was expended in each year since the project started on any work of any kind, in connection with piping water to Narrogin?

The MINISTER replied:

(1) 1949-50, commenced construction. 2,000,000 gallon concrete tank at Worsley.

1950-51, completed Worsley tank. Commenced work on 2,000,000 gallon concrete tank at Coolakin. No. 1 pumping station at Wellington dam.

1951-52, completed Coolakin tank. Continued work on No. 1 pumping station. Commenced work on No. 2 pumping station.

1952-53, continued work on No. 1 and No. 2 pumping stations.

1953-54, completed No. 1 pumping station. Continued work on No. 2 pumping station as far as practicable.

(2) 1949-50, £93,308.
1950-51, £418,920.
1951-52, £244,711.
1952-53, £286,992.
1953-54, £163,293.
1954-55, £408,912.

ANGLO-IRANIAN OIL REFINERY AGREEMENT.

Government's Commitments.

Hon. D. BRAND asked the Treasurer:

(1) What are the outstanding Government commitments in respect of the Anglo-Iranian Oil Refinery agreement?