

I thought that last week I more or less made my apologies to the Minister if he were in any way misled by a minute of mine which appeared on the file; that he may have read into it something that was not indicated. But if he read it closely and listened to what I said I think he will agree with me that what I said was in accordance with fact. It is a pity we have found ourselves at loggerheads over that particular matter. Perhaps it is unfortunate I am moving this motion; because if I were not, and if the Minister's interpretation were correct, I could, without an axe to grind, stand up and say that I made a genuine mistake but because of my mistake at that time, there is no reason to perpetuate it, and I make my apologies to the Minister if I misled him in any way.

However, that is not the position, as I have already explained on several occasions. I leave the matter there, and I hope and trust that members will resolve this matter of considerable importance which has caused and is causing a great deal of concern among our people. There is an atmosphere of doubt and uncertainty; there is a sense of fear on the part of pedestrians.

I will not concede that it was the exclusive province of the daily Press to create that attitude of mind among the members of the general public. Perhaps it played some part in connection with it; but I think it is as plain as a pikestaff that, whereas previously the pedestrian had the complete and absolute right-of-way on a crosswalk, it is no longer available to him, and therefore the welfare of pedestrians should be our prime motive when we are making our decision and casting our vote as we shall do in a few seconds from now.

Question put and a division taken with the following result:—

**Ayes—21.**

Mr. Bickerton	Mr. Molr
Mr. Brady	Mr. Norton
Mr. Evans	Mr. Nulsen
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Heal	Mr. Sewell
Mr. J. Hegney	Mr. Toms
Mr. W. Hegney	Mr. Tonkin
Mr. Jamieson	Mr. Lawrence
Mr. Kelly	

(Teller.)

**Noes—23.**

Mr. Bovell	Sir Ross McLarty
Mr. Brand	Mr. Nalder
Mr. Burt	Mr. Nimmo
Mr. Cornell	Mr. O'Connor
Mr. Craig	Mr. O'Neill
Mr. Crommelin	Mr. Owen
Mr. Grayden	Mr. Perkins
Mr. Guthrie	Mr. Roberts
Dr. Henn	Mr. Watts
Mr. Lewis	Mr. Wild
Mr. Mann	Mr. I. W. Manning
Mr. W. A. Manning	

(Teller.)

Majority against—2.

Question thus negatived.

House adjourned at 10.34 p.m.

# Legislative Council

Thursday, the 20th August, 1959

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The PRESIDENT took the Chair at 2.30 p.m., and read prayers.

## QUESTIONS ON NOTICE

1. This question was postponed.

## TRANSPORT BOARD

*Regulations and Restrictions in the North*

2. The Hon. H. C. STRICKLAND asked the Minister for Mines:

(1) When does the Government propose to "cut out Transport Board regulations and restrictions north of the 26th parallel," as advertised by the Liberal Party four days before the elections which were held last March?

(2) Will the Minister detail Transport Board regulations and restrictions applicable to the area north of the 26th parallel?

The Hon. A. F. GRIFFITH replied:

(1) (a) The Government has continued the policy of exempting from the Transport Co-ordination Act the transport of goods within that part of the State north of the 26th parallel.

(b) The exemption does not operate to exempt goods transported to and from Perth as it considered that the Railway Department should handle as much of this traffic as possible. Closure of the Mullewa-Meekatharra line was strongly advocated several years ago, but the committee declined to recommend closure, on the ground that the line was essential to development of the North-West.

(2) Answered by No. (1) (a).

3. *This question was postponed.*

### TRAFFIC SIGNALS

*St. George's Terrace-Milligan Street Intersection*

4. The Hon. J. G. HISLOP asked the Minister for Mines:

In view of the fact that a number of vehicles proceeding west in St. George's Terrace and reaching Milligan Street enter the lane marked for the right turn, and turn right without waiting for the green arrow, and as such driving could result in a very serious accident since these vehicles have to face traffic moving east, particularly heavy buses which could not stop easily, will the Minister for traffic investigate the control of traffic at this intersection, with a view to having a clearer indication given for the right turn?

The Hon. A. F. GRIFFITH replied:

The method of control and permitting right-hand turns for vehicles proceeding west in St. George's Terrace at Milligan Street is common practice and has been applied on seven traffic signal installations in the metropolitan area, the first being at West Perth subway, which was installed 5½ years ago.

There is no compulsion on a vehicle to wait until the right turn green arrow is displayed so long as the driver can proceed with safety. Traffic Regulations Nos. 203 and 247 control such movements.

From the point of view of efficiency in traffic movement it is preferable that right-turning vehicles be allowed to move before the green arrow signal appears if it is safe

to do so, since this permission reduces delay and increases the capacity of the signalised intersection.

5. *This question was postponed.*

### TRANSPORT SUBSIDIES

*Application to the North-West*

6. The Hon. H. C. STRICKLAND asked the Minister for Mines:

Referring to the Liberal Party advertisement appearing in *The West Australian* on the 17th March this year, detailing its programme of action for the North-West, the Minister is requested to explain—

(a) Details of road subsidies to be restored, as advertised.

(b) In which districts and to what industries do subsidies at present apply?

The Hon. A. F. GRIFFITH replied:

(a) No road subsidies are paid for areas north of the 26th parallel.

(b) Transport subsidies are not applicable to specified industries, but all districts north of the 26th parallel are entitled to the benefit of subsidies paid for—

(i) the transport of certain perishables by air; and

(ii) air travel by scholars to school and return.

### TRAFFIC LIGHTS

*Grand Promenade-Walter Road Intersection*

7. The Hon. G. E. JEFFERY asked the Minister for Mines:

In view of the ever-increasing volume of traffic resulting from development of the Bedford Park-Morley Park area, and the extremely dangerous traffic hazard which exists at the Grand Promenade-Walter Road intersection, will the Government give urgent consideration to the installation of lights at this junction?

The Hon. A. F. GRIFFITH replied:

The traffic survey made in March, 1959, at the intersection at Grand Promenade and Walter Road has shown that traffic volumes at this intersection do not yet justify the installation of traffic control lights.

Traffic growth at this intersection is being kept under observation and further counts will be made.

**GOVERNMENT ENGINEERING STAFF***Overseas Experience*

8. The Hon. J. G. HISLOP asked the Minister for Mines:

In view of the experience gained in building the Narrows Bridge through the designing work done by, and the presence of, overseas engineers; and in view of the need for wider experience to meet the obvious increasing magnitude of engineering projects in the expanding future of the State, will the Government consider sending two of its staff between the ages of 30 to 40 years of age to work in the offices of leading engineering consultant firms in England, France, or Brazil for a period of two years?

- The Hon. A. F. GRIFFITH replied:

I will communicate the Hon. J. G. Hislop's inquiry to the Minister for Works with a request that he discuss the matters raised with the heads of the engineering departments under his ministry. Increasing magnitude of engineering projects will be met, in some fields, by the existing engineering staff in this State. In other fields, it may be desirable to employ consultants, as was done with the Narrows Bridge, or to send engineers overseas for special training.

**YOUTH ORGANISATIONS***Membership, and Assistance from State Funds*

9. The Hon. F. R. H. LAVERY asked the Minister for Mines:

- (1) What amount was provided from State funds in the year 1958-59 for Police Boys' Clubs activities?
- (2) About how many young people would be involved in these activities?
- (3) What amount was provided from State funds in the year 1958-59 for the activities of youth organisations affiliated with, or assisted by, the National Fitness branch of the Education Department?
- (4) About how many young people would be involved in these activities?

The Hon. A. F. GRIFFITH replied:

- (1) £4,000.
- (2) Total enrolment of boys between the ages of 14 and 25 years is 900.
- (3) £24,366. This excludes lecturers, training of leaders and office work which is available to all groups through the Youth Education Branch of the Education Department.
- (4) 20,000 members between ages of 14 to 25 years.

**BAYSWATER PEDESTRIAN CROSSING***Petition*

**THE HON. R. F. HUTCHISON** (Suburban) [241]: I move—

That the Hon. R. F. Hutchison be granted leave to explain to the House the reasons for the presentation of the petition from the residents of Bayswater.

**Question put and passed.**

**THE HON. R. F. HUTCHISON** (Suburban) [242]: I thank the House for granting me the opportunity to explain why this petition was given to me to bring to this Chamber. The parents who signed the petition live in the vicinity of the crosswalk at Milne Street, Bayswater; and since the crosswalk regulations were disallowed, the situation has become most acute. The parents and residents feel that the disallowance of those regulations is to blame for the deterioration in the position.

Within three weeks of the regulation being lifted there were three accidents necessitating hospital treatment for children who resided in that area. Since the road has been widened, the position has become more acute than it was. It is now a main road on which motor vehicles travel at a much faster rate in an area of greater density than was the case previously. The parents in the area are so worried that they club together when they leave home, and take their children across this road in order to ensure their safety.

The mothers themselves are being terrorised; and they are in a state of nerves, because the times in the morning and in the afternoon when it is necessary for them to take their children across are the busiest periods in the domestic life of the home. Many of these mothers have infant children, and numbers of them have half-a-mile to walk. Naturally, the parents will not leave the children unattended for long; and they cannot be left out in the rain.

Members will appreciate, therefore, that the position has become most acute and, accordingly, I was asked to present this petition to Parliament. The parents, through their member in another place, approached the Bayswater Road Board in this matter, and the road board quite rightly handed the question on to the Main Roads Department as it was a matter which came under the jurisdiction of that body.

The only information that the parents have is what they read in the papers; namely, that the Main Roads Department will inquire into the position. The whole

matter is so fraught with dangers, and is causing such panic among the parents, that they are anxious to have some authority look into the question and do something about it. A certain amount of protection has been provided at this crosswalk, but it is not provided for long enough, or at the time required. It is suggested that police protection might be supplied at the crosswalk from 8.15 to 9 a.m., and again from 3.15 to 4 p.m.

I am sure members will appreciate just how anxious these unfortunate mothers become when their children happen to be late. On one occasion a child was about 25 minutes late, and the mother after having left her baby with a neighbour, went out to look for her small boy. She found the little fellow making vain endeavours to cross the road; he had been there for about half-an-hour waiting to cross.

The traffic on this road will not give way to children who may be crossing. As a result, the children have to make a wild dash and hope for the best. One person in the immediate vicinity says she cannot bear it much longer, because on several occasions the children have been nearly knocked down and killed. Accordingly, if anything can be done to remedy this position if it can be treated as a matter of urgency, it will be a great help to the mothers of the district.

In conclusion I point out that there is a hill in this particular vicinity which confuses people, because from a certain angle it is not possible to see pedestrians. The parents in the vicinity pray that this House will afford them some protection by placing a policeman at the crosswalk; and they hope the necessary action will be taken quickly to put in a subway at the point of Roberts Road.

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [2.46]: I would like to point out very briefly, and for the information of members, that on the presentation of this petition yesterday, I made it my business to confer with my colleague the Minister for Transport, and he has informed me that steps have been taken to protect school children using this crosswalk. Officers of the Police road patrol and officers of the Bayswater Police Station, man the crosswalk between the hours of 8 and 8.45 a.m., and again from 3.30 to 4 p.m. each day from Monday to Friday.

I understand that a report on the crosswalk will shortly be made to the Minister concerned by the traffic engineer and the Main Roads Department. In the meantime, I would like to assure members that everything is being done to have an investigation made into this matter.

## **BILLS (3)—THIRD READING**

1. Parliament House Site Permanent Reserve (A†1162) Act Amendment.
2. Justices Act Amendment.  
Passed.
3. Motor Vehicle (Third Party Insurance) Act and Traffic Act Amendment.

Transmitted to the Assembly.

## **CHILD WELFARE ACT AMENDMENT BILL**

### *Third Reading*

**THE HON. L. A. LOGAN** (Midland—Minister for Child Welfare) [2.50]: I move—

That the Bill be now read a third time.

**THE HON. J. G. HISLOP** (Metropolitan [2.51]): Last night I believe I heard the Minister make a statement across the Chamber to Mr. Thomson that he would appoint a board for Caversham.

The Hon. L. A. Logan: I said that to Mr. Lavery.

The Hon. J. G. HISLOP: Therefore, I take it the Minister has made a decision to appoint a board for Caversham. Thinking about the matter since then, I realise that if he appoints this board, it will be able to investigate affairs, but it will not be given the statutory basis which it would have received had it been appointed under the terms which I laid down in an amendment yesterday. This could simply be a board which, at the request of the Minister, would report to him on an institution—or the care of a child—and the matter, so far as I can understand from the Act, would not be brought to Parliament.

If it were a board of visitors, such as is appointed under the Act dealing with asylums, the minutes of meetings and the findings of the board's investigations would be laid on the Table of the House; which means that the public would be assured of knowing what was going on in an institution in which an inquiry was made. Therefore, I suggest to the Minister, in view of the promise he made to the House, that a board of visitors be appointed for Caversham. I think he should give the matter careful consideration and that the board should be appointed under similar terms to those which I proposed during the second reading.

Finally, I reiterate: A closed inquiry conducted by the Minister is at present contemplated; and to give the public an assurance that nothing is being hidden in the matter, a board of visitors should have the necessary statutory authority, the same as is provided in other Acts.

**THE HON. R. F. HUTCHISON** (Suburban) [2.53]: I was not able to take part yesterday in the debate on this Bill. Therefore, I want to make it quite clear that I oppose the measure and wish to throw some suggestions into the ring in order, perhaps, to bring about a debate on the question. I always feel that we bring matters to the House and they go before people who, very often, do not know very much about them. The weakness in this State, as in all of the others, is finance.

**The PRESIDENT:** The honourable member cannot introduce new subjects.

**The Hon. R. F. HUTCHISON:** In that case, I am not sure how far I can go. I am glad of the debate which has ensued. We asked that two women be appointed to the Caversham board, but we did not get far. So far as the overall question is concerned, I hope definite and close attention will be given to the fact that in this State the whole of our troubles arise because we are subject to the conditions of private institutions. The Government has no institution at which it can implement its own policy. I had the experience of trying to work on behalf of Government institutions, but found I could not do very much. They are at the mercy of private institutions. That is the great weakness. Child welfare is like the poor relation; it is a matter of money.

I know a new idea was put forward by the previous Minister for Child Welfare, but, again, finance came into the question. I often wonder why, with a body of men, money always seems to matter more than human welfare; and human welfare means less than machinery when money and profit are involved. The proposed board will deal with humanity. That is why I spoke of the New South Wales set-up, which has ideas in advance of ours. When the Minister is appointing this board, I hope he takes cognisance of the mothering instinct in the board's set-up. Women know a great deal about these things and could be of great value.

**THE HON. L. A. LOGAN** (Midland—Minister for Child Welfare—in reply) [2.55]: I do not think I should let this opportunity pass without making some comment on the remark made by Mrs. Hutchison that members of this Chamber who spoke to this Bill knew nothing about it. If the officers of the Child Welfare Department do not know what they are doing, I do not know why they are there. I think the remarks she made in regard to private institutions were an insult to those institutions. It is an insult to say that they cannot do as well as a Government body. Surely religious organisations would have the mothering effect on children inhabiting those institutions!

**The Hon. R. F. Hutchison:** The Minister misunderstood me and is placing a wrong interpretation upon my remarks. I did not reflect on any institution. I simply said that if the institutions had the finance they could do better.

**The Hon. L. A. LOGAN:** Reference to the notes of the remarks passed by the honourable member will show my comment as being quite justified. In regard to the board which has been suggested by Dr. Hislop, I can assure him that he need have no fear on the matter. I will appoint a member of Parliament to one of these boards. Since I interjected last night to Mr. Lavery and said I would appoint a board for Caversham, I have given the matter some thought and I can assure Mrs. Hutchison that one lady will be appointed.

**The Hon. R. F. Hutchison:** Thank you.

**The Hon. L. A. LOGAN:** It went through my mind she might be the lady invited to be on it. The Caversham institution will not be open for, probably, another twelve months, so there is no point in giving much thought at the moment to the question of who will be appointed to the board. If I am still the Minister at the time, Dr. Hislop will be consulted as to the right person to appoint from the medical aspect.

**Question put and passed.**

**Bill read a third time and transmitted to the Assembly.**

## **JUDGES' SALARIES AND PENSIONS ACT AMENDMENT BILL**

### *Second Reading*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [2.58] in moving the second reading said: I am sure members, generally, will agree that the salaries paid to the judiciary in Western Australia are not commensurate with the responsibilities and dignity attached to their high office. At present, the salary of the Chief Justice is £4,150. This compares very unfavourably with those of other States, which are—Victoria, £6,550; New South Wales, £6,200; South Australia, £5,750; Queensland, £5,300, and Tasmania, £4,500.

So it will be seen that the Chief Justice in little Tasmania is better-paid than the Chief Justice here, and he also receives considerably less than those of other States. The same applies to the puisne judges. In Western Australia, the Senior Puisne Judge is paid £3,650, and the other judges £3,500. The rates in other States for puisne judges are—Victoria, £5,800; New South Wales, £5,250; South Australia, £5,000; Queensland, £4,900, and Tasmania,

£4,000. The Bill proposes to increase the salary of the Chief Justice from £4,150 to £5,250; that of the Senior Puisne Judge from £3,650 to £4,750, and that of the other judges from £3,500 to £4,600. This will provide salaries in excess of those paid in Tasmania, and somewhat less than in South Australia and Queensland.

It is not logical, however, to base a judge's salary solely on the population of a State or country. The responsibilities of and the amount of work done by a judge are not less in a small State. In fact, the reverse may apply. In a State or country with a large population, judges may specialise in the various aspects of judicial work. The number of judges appointed in Western Australia is limited, and they have to apply themselves to all features of judicial work, thereby being required to show more versatility than those elsewhere. The Chief Justice, where there is a larger population, may also not have to carry out as much bench work as the Chief Justice does in Western Australia.

The work of the judges here is undoubtedly increasing, and it is highly desirable they be assured of financial independence. Owing to the increase of work, consideration is being given to the appointment of another judge. The Bill provides that the increase in payment shall be retrospective to the 1st January, 1959; and the judges have been advised that no further review of salaries will be made prior to the 31st July, 1961.

The last provision in the Bill refers to a promise made to the previous Chief Justice, Sir John Dwyer, who was informed that if the judges' salaries were increased prior to February next, the increase would have effect on his retiring allowance and pension. The judges' salaries were last increased in 1955, that of the Chief Justice being raised from £3,300 to £4,150; the Senior Puisne Judge's from £2,900 to £3,650; and the puisne judges' from £2,900 to £3,500. Judges' salaries are also subject to variation whenever increases in the basic wage amount to £20. I move—

That the Bill be now read a second time.

On motion by the Hon. H. C. Strickland, debate adjourned.

## GOVERNMENT RAILWAYS ACT AMENDMENT BILL

### *Second Reading*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [3.3] in moving the second reading said: 'This Bill seeks to amend section 78 of the parent Act, which provides for the appointment of a board to which appeals against punishment may be lodged by permanent employees of the

Government Railways Department. According to the Act, the appeal board comprises a magistrate as chairman; a representative of the Railways Commission; a representative of the salaried staff; one person representing the wages staff of the Secretary's, Industrial and Staff, Accounts and Audit, and Traffic Branches; one representative of the motive power section of the Traffic Branch; one person representing the Mechanical and Stores Branch and the tradesmen and their assistants of the Traffic Branch; and a representative of the Civil Engineering Branch's wages staff.

The amendment proposed in the Bill is the consequence of the reorganisation of the various branches by the previous Government at the recommendation of the Royal Commissioner. The motive power section was transferred from the Traffic Branch to the Mechanical Branch; and the Industrial and Staff Branch was absorbed into the Secretary's Branch. The Bill, therefore, deletes reference to the motive power section being part of the Traffic Branch, and shows it as belonging to the Mechanical Branch; and it deletes all reference to the Industrial and Staff Branch. There is therefore no actual alteration to the *status quo*, the amendment being solely due to the transfer of sections from one branch to another.

Section 79 of the Act provides that elections to the board shall be held every three years on the fourth Wednesday in October. An election is due in October next, and nominations must be called before the end of August; so it is necessary that the Act be amended without delay. I move—

That the Bill be now read a second time.

**THE HON. H. C. STRICKLAND** (North) [3.5]: I have had a good look at this measure, Mr. President, and have also consulted one of my colleagues who dealt with the measure in another place; and I am assured that no queries or objections have been raised by the employees affected by the measure. As the Minister has explained, it is necessary to amend these provisions to conform with alterations brought about in the administration of the various branches of the Railway Department. Therefore, as the Minister has said, it is necessary that this measure be not delayed. As there is no reason why it should be delayed, I support the second reading.

**Question put and passed.**

**Bill read a second time.**

*In Committee*

Bill passed through Committee without debate, reported without amendment and the report adopted.

## MUNICIPAL CORPORATIONS ACT AMENDMENT BILL

### *In Committee*

Resumed from the previous day. The Chairman of Committees (the Hon. W. R. Hall) in the Chair; the Hon. L. A. Logan (Minister for Local Government) in charge of the Bill.

### Clause 4—Section 180 amended:

CHAIRMAN: Progress was reported on clause 4, to which an amendment had been moved by the Minister for Local Government, as follows:—

Page 3, line 35—Add after proposed new paragraph (19A) the following:—

(b) by adding after paragraph (24) a new paragraph as follows:—

(24A) For regulating the establishment, operation and maintenance of motels.

The Hon. L. A. LOGAN: I wish to clear up one misconception which may have arisen last night, when Mr. Watson asked about the by-laws being tabled. If the by-laws are gazetted, they will have to be tabled in Parliament, and may be subject to either amendment or disallowance; and so, whatever by-law is promulgated by a local authority, it will have to be laid on the Table of the House for perusal by members. I have received some more information in regard to motels. An ordinance of the Local Government Department in New South Wales has just been promulgated in regard to motels; and there the definition of a motel is—

Motel means a building used, constructed or adapted to be used only for the overnight accommodation of travellers.

The ordinance also provides for the minimum size of the site of a motel; and the minimum required is 10,000 sq. ft. It also lays down what will be the area allotted for the buildings within the site, together with so much open space. At least 50 per cent. of the area is required to be open space. I think that is insufficient, and that we should have only one-third buildings and two-thirds open space. The ordinance also limits the height of the buildings to two storeys. It provides that each motel must contain at least eight bedrooms; and that the boundary must be at least three feet away from the buildings. I think that is too close to the boundary, and that we should provide a greater distance there.

The Hon. J. G. Hislop: Does it specify the number of bathrooms and so on?

The Hon. L. A. LOGAN: It specifies a carport for every unit.

The Hon. J. G. Hislop: But what about bathrooms? I do not think community bathrooms are allowed.

The Hon. L. A. LOGAN: Yes, they are. These are the by-laws accepted by the Hotel Federation of Australia: a minimum area of 10,000 sq. ft., the same as the New South Wales provision; a motel, together with appurtenances, shall not cover more than one half of the allotment; every motel shall contain at least eight bedrooms; a motel shall not exceed two storeys in height, and there the federation is working on the same lines as are laid down in New South Wales. The by-laws further provide that the wall of a motel in which any window or door is placed shall not be at a distance from the boundary line of the allotment of less than three feet; and every motel shall be provided with at least two means of exit, as remote as practicable from each other.

If a private bathroom or shower-room is not attached to each bedroom in the motel for the exclusive use of the occupants of the bedroom, common bathrooms shall be provided at the rate of one bathroom for each sex in each six or lower number of bedrooms. The provision is one for each six of each sex. If a private shower room is attached to each bedroom in a motel for the exclusive use of the occupants of the bedroom, common bathrooms shall be provided at the rate of one for each sex, for each 12 or any number less than 12 bedrooms.

Where only two common bathrooms for each sex are prescribed, one of such bathrooms may be a shower-room, and where three or more common bathrooms for each sex are prescribed, two of each three such bathrooms may be shower-rooms. The minimum width of a bathroom shall be 5 ft. and the minimum floor area 30 sq. ft. The minimum width of a shower-room shall be three feet and the minimum area 18 sq. ft.

If a kitchen or kitchen fittings are not attached to each bedroom in a motel for the exclusive use of the occupants of a bedroom, there shall be comprised within each motel a common kitchen, where food may be prepared; and the kitchen shall be fitted with a cooking stove and a sink with running water laid thereto. Not less than one common laundry shall be provided for each 10 or any number less than 10 bedrooms in a motel. Each such laundry shall have a floor area of not less than 48 sq. ft. and shall be fitted with wash-tubs and copper or other means of washing clothes; and running water shall be laid thereto.

Where there is no public and convenient access to the rear of the site of a motel for the removal of garbage and refuse, the building shall be so designed as to leave outside the building a way of access at least three feet wide from a public road to the rear of the motel. Access by way of a covered passage running through a building, other than a passage in the nature of

an internal hall, shall be deemed to be outside the building for the purpose of this clause.

Hot water shall be provided to all baths, and, in addition, where practicable, shall be provided to all showers and wash-hand basins. The doorway of a common bathroom, common shower-room or common water closet shall not open directly to a bedroom.

There are a few others but I think that those I have read out will give members an idea of the standards which the Motel Federation in New South Wales is endeavouring to set and which are being requested by the local governing authorities in that State. Another requirement is that if any person tries to build a motel providing accommodation for less than 10 units, it will not be acceptable to the Motel Federation. Each unit must have its own shower; and at least there must be parking space on the site for each unit. These establishments should be located in quiet, pleasant settings unless there are specific and tangible compensating factors.

Establishments situated in noisy, unattractive environments may not be approved. There must be safe and adequate heat. Where gas is used for heating, it must meet the specifications laid down by the local authority. If the establishment does not have restaurant facilities, there should be good eating establishments reasonably close by.

The Hon. J. G. Hislop: In other words, they do not propose to put restaurants in the motels.

The Hon. L. A. LOGAN: Not in all of them. The following facilities, while not necessary, will be appreciated by the guest and will add considerably to the rating—

- Playgrounds, cribs, cots, high chairs, etc., for children
- Family suites
- Recreation facilities, such as lawn games
- Telephone in each suite
- Wall to wall carpets
- Television in the lobby (if not provided in the room)
- Swimming pool
- Comfortable lounge.

I noticed, the other day, when looking at an American magazine, that in one motel even bathing girls were supplied.

The Hon. A. L. Leton: I thought you were going to say dancing girls.

The Hon. L. A. LOGAN: Other facilities mentioned are car washing facilities, and laundry for washing clothes; facilities for obtaining petrol, oil, lubrication, etc. The Motel Federation of Australia does not desire service stations to be working in co-operation with the motels.

The Hon. J. G. Hislop: You ought to make a provision that no service station shall serve meals if it is connected with a motel.

The Hon. L. A. LOGAN: Motel driveways should be wide enough to accommodate two cars, and the parking spaces should be large enough to permit easy ingress and egress. Motel drives should be paved. Paved drives result in lower maintenance costs of units, and are particularly desirable during inclement weather. Most of the other clauses go on to deal with the interior of the motel, including all the appurtenances. Some of those mentioned are: a good mattress and springs in first class condition; at least one comfortable chair, good quality linen, blankets, bedspreads, and mattress pads; and a luggage rack—preferably one for each bed.

The recommended requirements also include adequate space for hanging clothes, and it is stated that a closet or wall inset is desirable. A desk and a dresser or a desk-dresser combination is mentioned; also a power point in the suite for an electric razor.

The Hon. E. M. Heenan: What about hot water?

The Hon. L. A. LOGAN: Hot water will be provided in every room.

The Hon. G. Bennetts: The only items not mentioned are a hot water bottle and a bottle of whisky.

The Hon. L. A. LOGAN: I have referred to these items to show what some people are endeavouring to do by way of setting standards for motels. I called a meeting in my office to discuss the question of motels, and representatives from the following departments were present:—

- Town Planning Department
- Licensing Court
- Tourist Bureau
- Royal Automobile Club
- Health Department
- Local Government Association
- Principal Architect's Department.
- Main Roads Department
- City of Perth
- Police Department
- Road Board Association.

I think members will appreciate that that represents a pretty wide coverage of departments which could have some interest in this type of building. Those representatives were given 11 items on which to base their discussions. The first one was to determine a suitable definition for a motel. Whilst I agree with the definition already given for the true motel, we still have to define a motel that is established at a holiday resort or is used for residential purposes in order that we can control it.

After giving the matter some thought last night I am not too sure whether Mr. Heenan did not make a good point when he said that these establishments might be administered or controlled by the Licensing Court in the same way as guest houses and the like are controlled by that



body. The Tourist Bureau, which publishes pamphlets giving information on various holiday resorts and the accommodation available at them, has often been in trouble when it has omitted one or two of the establishments, because, in the opinion of the bureau, they were not suitable.

However, if some statutory body were assigned to the task of controlling motels, the people conducting them would have to register their establishments with that body, and the Tourist Bureau could quite easily say to any tourist making inquiries, "These establishments are under the control of the Licensing Court, and we can recommend them." Therefore, Mr. Heenan's suggestion could be quite a good one. The following are the points which the representatives at the meeting were asked to consider:—

- To determine a suitable definition for motels
- To discuss the various types of motels
- To determine the minimum size of lot required for a motel
- To determine the minimum area of suite
- To determine the ratio of site area to suite area
- To discuss the minimum facilities required of the suite
- To discuss the minimum facilities required of a motel
- To discuss the location of motels in relation to each other
- To discuss the possible control of motels by zoning
- To discuss the best means of limiting length of stay in motels
- To discuss the possible means of control, either by building by-laws, health by-laws or compulsory planning.

Those are the subjects which the conference considered, and which have been passed on to a sub-committee to use as a basis for recommendations. I thought I would give the honourable member those facts because, after what I said last night, I thought I should supply more information in regard to motels. The definition we can work on is as follows:—

A motel means a house which carries on the business of providing accommodation and car parking facilities for casual guests designed to accommodate not less than 15 persons, in addition to proprietor, dependants and employees.

The Hon. J. M. Thomson: I would like to see the word "house" excluded.

The Hon. L. A. Logan: That is only a basis on which to work.

The Hon. J. G. Hislop: It is referred to as a "building" in New South Wales.

The Hon. L. A. Logan: The word "house" could be altered to "building." This is only a draft definition as a basis for discussion. On the information I have given, I think members will agree to the provision granting the right to local authorities to make the by-law.

The Hon. J. G. Hislop: I am quite happy to agree to what the Minister has suggested but I would like to see the word "casual" replaced with a more suitable word, because "casual" could mean a week or 10 days.

The Hon. L. A. Logan: What is your recommendation?

The Hon. J. G. Hislop: If the Minister recognises a motel as a building to supply overnight accommodation, the word "casual" would simply mean that people could rent one of these establishments for 10 or 12 days, and then make application to occupy it for another week. The casual occupation would then become permanent.

The Hon. L. A. Logan: What word would you prefer?

The Hon. J. G. Hislop: The word "overnight," the same as in New South Wales.

The Hon. A. F. Griffith: Would that limit them to one night?

The Hon. J. G. Hislop: No; but it would mean that some accommodation would have to be kept for any person who wished to stay overnight. The building has to be kept as a motel.

There is another point I would like to make. Whilst in the United States of America I saw various motels from Chicago to New York. I discussed them with the then Director of Health and his staff, and I learned with interest that there had been some cases of typhoid fever which had been traced, in all instances, to a disused streetcar that had been put on blocks and used as a restaurant attached to a garage. The health authorities there had been strongly against restaurants being conducted in association with a building used for accommodation of that nature; or for a service station. It was considered that the individual who was handling tyres and so on in the service station could be called in to assist the person running the restaurant without first washing his hands and, as a result of his carelessness, he could spread infection. I would like to point out that cases of typhoid have definitely been traced to those places.

The Hon. E. M. Heenan: The recent parliamentary committee inquiring into the Licensing Act dealt with motels and similar types of accommodation. The view should not be held that the Licensing Court's activities should be confined to the issuing of permits for selling liquor; that is only one of its functions. A more important

function of the court is to control the sleeping and eating accommodation provided to the travelling public.

In this State, resorts have been established on beaches, in the hills, and in country centres. Such accommodation has sprung up without much control, with the result that a substandard type has been erected. It is now hard to rectify that position.

The question of motel accommodation is now under discussion. In other States and in other countries, this type of accommodation has proved to be both popular and attractive. In some motels the floors are carpeted; the furniture is of the most modern design; the beds are fitted with reading lamps; and there is a supply of hot water available. The provision of these amenities does not cost a great deal, but in the past the travelling public has been deprived of them.

The parliamentary committee also investigated the position of the nightclubs in this State. We found that they came under the jurisdiction of the Health Department, and we were informed that the cooking and toilet facilities had to be approved by the Perth City Council or the Health Department. Most people would be appalled at the type of facilities provided, and I am certain the Licensing Court would not have sanctioned them. It is my view that the jurisdiction of the Licensing Court should be extended, to cover the motels.

Centres like Esperance and Kalgoorlie are suitable for the establishment of motels. There is great scope in Kalgoorlie, especially during the racing carnival when people go there for a few days. At the motel they would be able to have bed and breakfast, and for the rest of their meals they would be able to go to the restaurants in that city. That is generally the practice adopted by tourists.

The success of motels depends on the furniture and equipment supplied, and on the lay-out. Above all, their success depends on the type of person managing them. I consider that ultimately it will be to the benefit of the public to bring motels under the jurisdiction of the Licensing Court, because overnight this type of accommodation can become very popular. Without the control of the Licensing Court, two motels might be built where only one was required; in those circumstances the standard of accommodation would deteriorate and the owners would have to stoop to devious practices to make a success of their motels.

The Hon. H. C. STRICKLAND: It was mentioned yesterday that the Health Act covered the standards that are required of motels. I would like to refer to the definition of "lodging-house" in section 3 of the Health Act. Although this definition covers every type of edifice, including in my view motels, it resolves itself into a matter of policing the standards that are required.

Prior to the war—I do not know whether it is the same today—all boarding houses and lodging houses had to be registered with the Perth City Council. The standard of accommodation was strictly policed.

In one instance a fairly large room attached to a garage and a laundry—of brick construction and appearing to be satisfactory from the outside—was let to a single pensioner. After an inspection by the Perth City Council health inspector, the proprietor was not permitted to continue letting that accommodation. It appears that the existing laws are sufficient to ensure that the standard of accommodation is high, but the difficulty is to police the accommodation that is actually provided.

The Hon. J. G. Hislop: Are not lodging houses restricted to six guests?

The Hon. H. C. STRICKLAND: There is a definition in the Health Act in section 3 to cover both lodging-houses and boarding-houses. Lodging-houses are limited to six persons, exclusive of the family of the keeper. The only premises which are exempt from the definitions in the Health Act are those covered by the Licensing Court.

While I agree to the provisions in the Bill before us, I am of the opinion that some authority should be established for the purpose of policing the type of accommodation provided in motels and similar premises, which are used by the travelling public.

**Amendment put and passed; the clause, as amended, agreed to.**

**Clauses 5 and 6 put and passed.**

**New clause 5:**

The Hon. L. A. LOGAN: I move—

Page 3—Insert after clause 4 a clause to stand as clause 5 as follows:—

5. Section three hundred and thirty eight of the principal Act is amended by inserting after paragraph (1) of subsection (1) new paragraphs as follows:—

(1A) Providing for the regulation of the construction of buildings to be used as motels.

(1B) Providing for the regulation of the construction of television masts and antennae whether attached to buildings or not.

I have no comment to make on this amendment except regarding the portion relating to the regulations governing the construction of television masts and antennae. I consider that authority should be given to municipalities to make by-laws relating to them.

**New clause put and passed.**

**Title put and passed.**

**Bill reported with amendments.**

*Sitting suspended from 3.45 to 4.3 p.m.*

## ROAD DISTRICTS ACT AMENDMENT BILL

### *In Committee*

The Deputy Chairman of Committees (the Hon. E. M. Davies) in the Chair; the Hon. L. A. Logan (Minister for Local Government) in charge of the Bill.

**Clause 1 put and passed.**

**Clause 2—Section 24 amended:**

The Hon. L. A. LOGAN: I would like to draw the attention of members to the mistake in line 11. The word "contractor" should be "contract." I ask leave for the correction to be made.

The DEPUTY CHAIRMAN (the Hon. E. M. Davies): It can be considered as a clerical error and will be altered by the clerk.

**Clause put and passed.**

**Clauses 3 to 5 put and passed.**

**Clause 6—Section 201 amended:**

The Hon. L. A. LOGAN: I move an amendment—

Page 4—Add a new paragraph as follows:—

(67) For regulating the establishment, operation and maintenance of motels.

**Amendment put and passed; the clause, as amended, agreed to.**

**Clauses 7 to 9 put and passed.**

**New clause 9:**

The Hon. L. A. LOGAN: I move—

Page 5—Insert after clause 8 a new clause to stand as clause 9 as follows:—

9. The Second Schedule to the principal Act is amended by inserting in paragraph (1) of regulation 37 after sub-paragraph (1) two new sub-paragraphs as follows:—

(1A) Providing for the regulation of the construction of buildings to be used as motels.

(1B) Providing for the regulation of the construction of television masts and antennae whether attached to buildings or not.

**New clause put and passed.**

**Title put and passed.**

**Bill reported with amendments.**

## ART GALLERY BILL

### *In Committee*

The Chairman of Committees (the Hon. W. R. Hall) in the Chair; the Hon. A. F. Griffith (Minister for Mines) in charge of the Bill.

**Clauses 1 to 10 put and passed.**

**Clause 11—Chairman:**

The Hon. A. F. GRIFFITH: In the first place, I would like to inform members that Dr. Hislop has indicated to me that he desires to amend this Bill. In order to assist me in getting the business of the House through, he has agreed to place his amendments on the notice paper and deal with them on recommittal.

There are a number of amendments on the notice paper which I have been obliged to insert, due to a slight error in the drafting of the Bill. In the first two lines of the Bill reference is made only to a chairman. On page 5 there is mention of a vice-chairman for the first time. Therefore, to overcome this error, I move an amendment—

Page 4, line 22—Add after the word "chairman" the words "and another member to be vice chairman."

**Amendment put and passed.**

On motions by the Hon. A. F. Griffith, clause further amended as follows:—

Page 4:

Line 24—Add after the word, "chairman" the words, "or vice chairman as the case may be."

Line 26—Add after the word, "chairman" the words, "or vice chairman as the case may be."

Line 28—Add after the word, "chairman" the words, "or vice chairman."

Line 31—Add after the word, "chairman" the words, "or vice chairman."

Line 32—Add after the word, "chairman" the words, "or vice chairman."

Line 34—Add after the word, "chairman" the words, "or vice chairman."

Line 35—Add after the word, "chairman" the words, "or vice chairman."

**Clause, as amended, agreed to.**

**Clauses 12 to 29 and Title agreed to.**

**Bill reported with amendments.**

## MUSEUM BILL

### *In Committee*

The Chairman of Committees (the Hon. W. R. Hall) in the Chair; the Hon. A. F. Griffith (Minister for Mines) in charge of the Bill.

**Clause 1 agreed to.**

**Clause 2—Commencement:**

The Hon. A. F. GRIFFITH: In connection with my amendments to the Bill, I put myself in the hands of the Committee. This measure, and the previous

one, have been introduced for the purpose of dividing one existing authority into two. Although the same mistake occurs in this Bill, as is to be found in the previous one, amendments to overcome the difficulty in this measure were not put on the notice paper. If members are satisfied to allow me to proceed with my amendments, I shall be happy to do so; if not, I shall move to report progress.

The Hon. F. J. S. WISE: The approach by the Leader of the House is quite realistic. This question was raised in the other place, and the Minister in charge of the Bill gave an assurance that the matter would be attended to—in both measures—in this Chamber.

Clause put and passed.

Clauses 3 to 9 agreed to.

Clause 10—Chairman:

On motions by the Hon. A. F. Griffith, clause amended as follows:—

Page 4:

Line 22—Add after the word, "chairman" the words, "and another member to be vice chairman."

Line 24—Add after the word, "chairman" the words, "or vice chairman as the case may be."

Line 26—Add after the word, "chairman" the words, "or vice chairman as the case may be."

Line 28—Add after the word, "chairman" the words, "or vice chairman."

Line 31—Add after the word, "chairman" the words, "or vice chairman."

Line 32—Add after the word, "chairman" the words, "or vice chairman."

Page 5:

Line 1—Add after the word, "chairman" the words, "or vice chairman."

Line 2—Add after the word, "chairman" the words, "or vice chairman."

Clause, as amended, put and passed.

Clauses 11 to 27 and Title put and passed.

Bill reported with amendments.

## POLICE ACT AMENDMENT BILL

### *Second Reading*

Debate resumed from the previous day.

**THE HON. E. M. HEENAN** (North-East) [4.28]: The Bill has for its purpose the addition of a further section to the Police

Act; and the section that it is proposed to add is to be known as Section 64A, and it provides—

64A. (1) Any person who obtains any chattel, money or valuable security by passing a cheque within a period of sixty days from and commencing on the day of the opening of the bank account on which the cheque is drawn, which cheque is not paid on presentation, shall, unless he proves

(a) that he had reasonable grounds for believing that that cheque would be paid in full on presentation; and

(b) that he had no intent to defraud;

be liable on summary conviction to a fine of fifty pounds or to imprisonment for a term of six months.

We have, in our Criminal Code, a provision which makes it an indictable offence for anyone to obtain credit—in the way of goods; or money; or money's worth—by drawing what is known as a valueless cheque when there is no account whatsoever in a bank.

The Criminal Code provides for that situation; but when a person draws a cheque on an account, and the cheque is subsequently dishonoured, the only remedy is a civil one. Such a person can be sued in a civil court, and the amount of the dishonoured cheque can be recovered. But there is no recourse against the trickster, other than a civil one; and so, for the greater protection of the commercial community, and also the general community, it is now proposed that if anyone passes a cheque within 60 days of the opening of an account, and the cheque is dishonoured on presentation at the bank, he commits an offence and is liable to a fine of £50, or to imprisonment, unless he proves he had reasonable grounds for believing that the cheque would be paid in full; and also that he had no intention to defraud.

The Hon. H. K. Watson: It puts the onus on him.

The Hon. E. M. HEENAN: Yes.

The Hon. H. K. Watson: He is deemed to be guilty until he proves otherwise.

The Hon. E. M. HEENAN: Yes—to an extent.

The Hon. H. K. Watson: That is not too good. It is against first principles.

The Hon. E. M. HEENAN: The provision is that if a person passes a cheque—it does not mean draws a cheque—and obtains any chattel, money, or valuable security—

The Hon. A. F. Griffith: That means his own or anybody else's.

The Hon. E. M. HEENAN: Yes. If he passes a cheque and obtains any chattel, money, or valuable security within 60 days of the opening of the account, and the cheque is dishonoured on presentation, he is liable, unless he proves that he had reasonable grounds for believing the cheque would be paid; and he had no intention to defraud. It goes on to say that no prosecution shall be taken without the written consent of the Commissioner of Police.

As Mr. Watson pointed out, the Bill goes a bit further than we have been prepared to go in the past; but I know that there is a similar provision in the law of New South Wales, although I do not know whether there is in any of the other States. Presumably the idea is to catch up with those people who, knowingly and wilfully, write out cheques and impose on people by pretending that they are good security, when they know full well that the cheques, on presentation at the bank, will not be honoured. It is really a false pretence, and it looks to me as if the honest person will not have much to fear.

The Hon. A. L. Loton: The person who accepts the cheque must accept some responsibility.

The Hon. E. M. HEENAN: These tricksters can open an account at a bank with, say, £10, and they will be issued with a cheque book. Then they go around—

The Hon. H. K. Watson: Like the South Perth hotel expert.

The Hon. E. M. HEENAN: —and write out cheques right and left. They get £20 from this one, £10 from that one, a wireless from someone else, and so on. Then after a few days, the cheques are presented at the bank and are dishonoured; in the meantime the persons concerned have disappeared. It is to catch up with these types of persons that the legislation has been introduced. At present the only remedy against them is a civil one.

The Hon. H. K. Watson: If they can be traced.

The Hon. E. M. HEENAN: Yes. There is another provision in the Bill relating to drugs. That was fully explained by the Minister and I do not propose to repeat his outline of the provision. I do not think any *bona fide* person, or any innocent party will be penalised by this legislation. I think there are sufficient safeguards; and from my own experience I believe it is necessary that we should have further remedies against tricksters who obtain credit in this way. I support the Bill.

On motion by the Hon. H. K. Watson, debate adjourned.

## TRAFFIC ACT AMENDMENT BILL

### Second Reading

Debate resumed from the previous day.

THE HON. W. F. WILLESEE (North) [4.38]: This Bill, which is divided into three parts, gives the Commissioner of Police power to ensure that greater protection is given to those who ride motorcycles or motor scooters; and drivers who are engaged in road racing, speed exhibitions or reliability trials. That portion of the Bill has been introduced as a result of a decision made at a conference between the Government and the National Safety Council. In the main it provides that any safety helmet sold must be of a specification which has been laid down. Personally I wish the Bill had gone somewhat further and had made the wearing of safety helmets compulsory. However, the measure will ensure that the type of safety helmet worn is satisfactory.

The Act provides that the overall width of a vehicle shall not exceed eight feet; and it has been found, legally, that the eight feet includes mechanical devices such as signalling lights or anything else that protrudes from a vehicle. This provision has created some difficulty throughout the State, and the Bill aims to exclude signalling devices from the maximum overall width which is now given as eight feet. I think that is a legitimate and sensible approach to the problem.

The third point covered by the Bill concerns the towing of agricultural implements from one place to another. It is proposed that this shall be allowed without the necessity to obtain licenses. This problem has cropped up several times over the years. If a farmer at point A wishes to tow an agricultural implement along the road to point B, he should be permitted to do so without having to obtain a license to travel on the roads. The Bill covers that point.

There are some machinery clauses in the measure to clear up certain sections in the Act; and these amendments will merely improve the working of the legislation and assist administration.

When we reach the Committee stage I shall move an amendment in an endeavour to extend to owners of certain other types of vehicles the right to tow them along the roads without having to obtain licenses. I am referring to the itinerant types of businesses where the owners, by the very nature of their businesses are forced to tow certain vehicles along the roads on infrequent occasions. My amendment would cover those people who run what could be called a seasonal business and who have to move their vehicles as the seasons change.

For example, in a small country town a man may have a caravan at the sports area during the winter months; and from it he sells refreshments. But during the summer months it is necessary for him to tow the caravan to some other part of the town so that he can sell his goods. He may have to tow the caravan a quarter of a mile, a half a mile, a mile, or slightly more, to wherever the towns-people congregate in a particular period. Such a person would not need to be constantly towing his caravan about. Like a farmer towing an agricultural implement, he would move the vehicle only when the seasonal work forced him to tow it along the roads. By the amendment I do not seek to provide an open sesame; each application will be treated on its merits and will need to have the sanction of the Minister concerned.

He will need to be advised of the reliability of the applicant, so that in his own right he can say "Yes" or "No," according to the merits of the situation. In country areas he would, of course, be guided by the recommendation of the local authority; and that would not be lightly given. Whilst I agree that this provision is warranted as it relates to agricultural matters, I believe it is equally warranted for other people—people in a type of business where hardship could be created by compelling them to obtain a licence to travel from point A to point B.

This hardship is not imposed on the other section of the community to which I have referred. Accordingly, in supporting the Bill, I conclude my remarks by saying that during the Committee stage I shall move an amendment along the lines I have already indicated.

**THE HON. A. L. LOTON** (South) [4.45]: I think the time might be opportune to make some mention about an aspect of motor transport that has caused me, and others, a great deal of concern. I have felt concerned about this matter for some considerable time. I refer particularly to timber motor trucks, or trucks carting logs, from the country areas to mills in the town. It does not matter what time one travels along the highway, one will find trucks which, in my opinion, are overloaded or badly loaded.

It would appear to me that there does not seem to be any maximum load restriction. Apart from this, some of these trucks have timber hanging out the back to a length of 14ft., 15ft., or even 16ft. On one occasion I saw the front wheels of a truck bouncing off the ground because it was so badly loaded. I believe there is a regulation in existence which says, in effect, that any vehicle with an over-length load must display a red flag.

As members know, however, in some cases all that is tied to these projections at the back of the truck are pieces of rag,

and even pieces of feminine apparel, of all shades and description. As I have said, in some cases they are tied on, while in others there is no rag tied on at all. Anybody who has occasion to use a highway will know the great hazards that exist when it is necessary to drop the beam of the headlights. It is most dangerous, because one could be underneath one of these trucks before having a chance to do anything about it.

I hope the Police Department will wake up to these people, because it is particularly dangerous when the beam of the car is dimmed during twilight hours; it is then not possible to see anything at all. I see Mr. Murray nodding his head, and I hope he will say a few words about this. It would not be so bad if a flag were tied to the back of these trucks, but even that is not done. The position is quite hopeless; and I trust the Minister for Police will look into the matter without delay.

**THE HON. L. A. LOGAN** (Midland—Minister for Local Government—in reply) [4.48]: I will take up the matter of timber trucks with the Minister concerned, and I will ensure that he has a copy of the honourable member's speech. I shall also ask that he give us some indication of what he intends to do about the matter.

I do not propose to say anything about Mr. Willesee's amendment until I know what it is. I will, however, postpone the Committee stage of the Bill until the next sitting of the House, to give the honourable member time to frame his amendment.

**The Hon. A. L. Loton**: We could then also discuss the matter of the timber trucks.

**The Hon. L. A. Logan**: If Mr. Loton can work out something suitable by way of an amendment we could deal with the matter then.

**Question put and passed.**

**Bill read a second time.**

## ADJOURNMENT—SPECIAL

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines): I move—

That the House at its rising adjourn till Tuesday, the 1st September.

**Question put and passed.**

## ADJOURNMENT

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines): I trust that those members who are going to Kalgoorlie will have an enjoyable time, and I move—

That the House do now adjourn.

**Question put and passed.**

*House adjourned at 4.50 p.m.*