

Mr. HEARMAN: I suggest that if we were to appoint a select committee we would make members accept a modicum of responsibility.

Mr. Ross Hutchinson: Hope springs eternal!

Mr. HEARMAN: Yes.

Hon. J. B. Sleeman: I remember there was a select committee which was not viewed favourably by the hon. member and that was the one on potatoes. The hon. member was against that.

Mr. HEARMAN: The member for Fremantle may be the oldest member of the House, and I revere and respect him as such; but his memory is starting to go, because I was not a member of the House when that select committee sat. He is mixing me up with the member for Vasse. I think I won that round.

Mr. Court: The member for Fremantle did not get very far with his motion regarding Fremantle harbour.

Hon. J. B. Sleeman: You were against it, too.

Mr. HEARMAN: I would remind the member for Fremantle that he has made many attempts to have something done about Fremantle harbour—and the bridge. I think he has opinions about the bridge at Fremantle, too. He still keeps on battling.

So far as the transport and railway problem is concerned, we have no option. There is far less time to deal with that matter than many might think. I believe the axe is poised over us even now and might drop even within the next 12 months. It is time to stop shilly-shallying, and it comes down to the degree of responsibility that members themselves are prepared to take. If I felt that the Government were really prepared to go ahead in this matter, I would be willing to help it, and I make no apologies for saying that.

The Minister for Health: The railways in England are showing a deficit.

Mr. HEARMAN: I know.

The Minister for Health: They have not closed any lines.

Hon. L. Thorn: They have been nationalised.

Mr. HEARMAN: Yes. They used to provide a nice taxation return for the Chancellor of the Exchequer in England when they were operated by private companies. They do not do that now.

The Minister for Health: You know the reason they had to nationalise the railways, do you not? The private companies could not carry on.

Mr. HEARMAN: That might be and it might not be.

The Minister for Health: It is true.

Mr. HEARMAN: In any case, that is a bit like the flowers that bloom in the spring.

Mr. Evans: The flowers that bloom are a little brighter than this argument.

Mr. HEARMAN: The hon. member probably knows the rest of the quotation—

The flowers that bloom in the spring,
tra la,

Have nothing to do with the case.
I've got to take under my wing, tra la,
A most unattractive old thing,
tra la,

With a caricature of a face.

That is the position of this railway problem. It is an unwanted baby; and if we go on with it long enough, it will not die a natural death but become a problem that could easily embarrass people on both sides of the House.

We could continue to meet railway deficits from our own revenue, but I am appalled when I think of the effect of that on the general works programme; and from that point of view I think the Minister for Works would like to see something done about the problem. He knows it is not an easy one. The Government has shown that it does not know where it is going because, prior to the election, it said it would not increase freights; but as soon as it was elected, it said that it must put them up. And now it does not know when it will do so.

Mr. O'Brien: The Government said that it would keep them at the lowest possible level.

Mr. HEARMAN: What frightens me is what the lowest possible level will be. That frightens the hon. member, too, or it should do, and I am afraid it will do when he hears what it is.

Mr. O'Brien: You are speaking now; I will speak later.

Mr. HEARMAN: I will be very pleased to hear the hon. member. In fact, I will give him his opportunity now.

MR. GAFFY (Canning) [5.58]: I think it is proper at this, my most privileged hour, that I should thank the electors of Canning for the confidence they bestowed in me at the recent elections; and I assure them that I will not consciously betray that confidence.

Next, I would like to join with other members in congratulating you, Mr. Speaker, upon your elevation to your high office. I would also like to take this opportunity of thanking the Leader of the Opposition for the kindly thought which prompted his advice to new members on the financial situation as debated here and the gesture tending to draw us all within the orbit of the House. I would like to thank him, too, for his congratulations to new members, his concluding remarks on that occasion notwithstanding.

We are indeed fortunate, I feel, to be possessed of the amenities we now enjoy; and having regard to this, I think we should do much more than give a passing thought to those to whom we owe so much. I refer to the senior citizens of Western Australia, to borrow a term which has been applied to these people. I would borrow that phrase from the Minister for Justice—the senior citizens of Western Australia—because when we realise that in many cases the very nature of their work precluded them from establishing and enjoying the comforts of a home such as we all hope to enjoy, we must agree that we should give them something concrete, something that is their undeniable right, and not just charity. I hope that this may be achieved.

I was happy to learn from His Excellency's Speech that the economic and social advancement of the natives is continuing throughout the State. I feel, Mr. Speaker, that this is a project that should be given a high priority. Every effort should be made to fit the younger ones into our economic structure and not let them, after schooling, just revert to the bush, as was pointed out to us by the member for Narrogin.

With the object of their employment in trades after leaving school, a religious order has erected in Riverton a building costing many thousands of pounds and containing single rooms with washing facilities in each room. The building is to be used as a hostel for suitable boys from missions, serving apprenticeships in the metropolitan area and it is to be hoped that every assistance will be given these people to achieve their ambitions. The Government could assist here by having Government workshops employ some of these lads.

Dealing with industry, I believe that the introduction of works committees in workshops would give a great boost to production both as to quality and quantity. In England I understand they have such committees, the complement being equal numbers from administration and employees, plus one from the latter. I believe that such committees would bring about greater understanding between administration and employees and therefore lead to greater harmony. I would like to see the Government appoint a committee to investigate this aspect of industry.

While I agree that much good has come of the recent drive to purchase Western Australian goods, I feel that were the manufacturers to label their goods more attractively and more boldly, so that shoppers—in many cases elderly people—could see more clearly that the goods were made in this State, an even better result would be achieved. I believe that every effort should be made to attract tourist trade to Western Australia and I suggest that an earnest endeavour be made to publicise our numerous attractions and to

add to their number. With the object of advertising Western Australia and attracting tourists I think that no stone should be left unturned to have the Empire Games in Perth. There is indeed much merit in the suggestion that unimproved land adjacent to existing railways should be cultivated. This is a question similar to that of the light land and land of poorer quality in assured rainfall areas, but when, and if, this step is considered, it would be wise to have exhaustive laboratory tests made of these lands to ascertain the most suitable and economic crops that could be grown thereon.

There can be no denying the fact that there is great potential wealth in our inland in the North, the North-West and our mineral belt. Much wealth has been won from our auriferous country, and there is every reason to suppose that much is still to be won, but, because of the overburden and other factors, it is beyond the resources of the average prospector to thoroughly test the country and I believe that deep drilling is the answer. There is no reason to suppose that where good occurrences have been found and lost, they cannot be found again, or that they do not occur again in the same line of country or that other payable lodes may not be found at depth.

At the risk of being considered parochial, which indeed I am, I would like to draw the attention of members to the needs of my electorate. Although in Canning our needs are few and our blessings many, nevertheless those needs are vital. In Riverton, a district of some 9 to 10 square miles, home development to date has been carried out by the residents themselves, both physically and financially, without any outside assistance, but to further that development we need, in the eastern end, drainage. Because of the physical features of the country, this work would not, in comparison with other districts, be costly.

At the western end we have the opposite problem, in that we need water there. Many homes have so far been built in that part of the district and a large number of them are waiting for the water scheme to be proceeded with. The installation of that scheme would increase the population in the area. The next requirements are an improved bus service and the presence of a medical practitioner to practise there. This is something which is badly needed because the few doctors who are willing to visit patients at their homes are well off the bus route, making it difficult for those who wish to do so to attend the surgeries. I trust that the Government will give earnest consideration to the questions I have raised.

In Manning the need of facilities for hospitalisation is great. A general purpose hospital there would serve a vast area and relieve the congestion on other already overcrowded hospitals. Failing this—for the time being—a maternity hospital with

from 10 to 12 beds is urgently needed and again I appeal to the Government for help. I trust that when the road from the proposed Narrows Bridge goes through the Como-Canning Bridge area, the existing beauty and accessibility of the Como foreshore will not only be retained but also enhanced.

In the Applecross-Mt. Pleasant-Brentwood area the need is for a high school, which is vitally necessary for the whole of the Canning electorate and beyond, in view of the number of children who are already at or approaching high school age. This school is a must and should be situated somewhere centrally between Kent-st. High School and the John Curtin High School as it would then relieve the pressure on those two schools and would also mean a great deal of relief in regard to our school transport problems.

Believing, as I do, that education is the basic formula from which the solution of many of our problems may be calculated, I must press firmly for this school. Knowledge is power and in view of the recent rapid expansion of automation, I am glad to know that the Government contemplates the raising of the school leaving age. I trust that this policy will be implemented at an early date as if any sacrifices are to be made, they should be made by the parents and not the children. In conclusion, I thank members for the manner in which they have received me.

MR. GRAYDEN (South Perth) [6.10]: There are several matters affecting South Perth with which I intend to deal but I desire first to congratulate you, Mr. Speaker, on your election to the Chair. You have served for many years on the floor of the House and it must be gratifying to you that your services have been recognised in this fashion. I am sure that all who have known you in the past will rejoice at the fact that you have been elected to your present position. I think all members feel sure that you will carry out your duties impartially and ably. I take this opportunity, also, of congratulating the Chairman of Committees on his election to that post. His is a particularly difficult task but we know it will be performed with ability and to the satisfaction of members generally.

I agree with the member for Nedlands who said, the other night, that he did not believe in criticising for the sake of criticism, and that he did not believe in merely criticising destructively but felt that praise should be given where it was due. I echo those sentiments and although I am opposed, politically, to the Premier and his Government, I feel that praise should be given where it is due and that those on this side of the House should be able to make sufficient political capital

out of simply pointing out necessary improvements in Government administration. If we cannot criticise constructively and give praise where it is due, I feel we do not deserve the confidence of the people of the State to whom we look for support in our endeavour to gain the Treasury bench.

Mr. May: I can see you have been through a good school.

Mr. GRAYDEN: I congratulate the Government on its decision to proceed with the Narrows Bridge project, which I am certain will receive the support of about 98 p.c. of the people of South Perth. Naturally, many residents of that area must have experienced some regret at the thought that the splendid peace and quiet which has been characteristic of South Perth for so long will be disturbed, but we hope that anything lost in that direction will be more than offset by increased accessibility to the ocean beaches and the City of Perth.

Anyone who has travelled over the Causeway at peak periods must realise that it has reached saturation point and that if the construction of the Narrows Bridge is delayed any longer, the position will become absolutely chaotic. The Government is to be commended also on having decided to allow private enterprise to construct the new bridge as I am sure it will be built more economically and in a much shorter space of time in that way than if the Public Works Department were to do the job. I do not wish to imply any criticism of that department but, by its very nature, the Public Works Department must plan a continuity of work and, in addition, it probably has on hand many projects that might be of even greater priority.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. GRAYDEN: Before tea I think I concluded on the note that we in South Perth hoped that the benefits which will accrue from the new Narrows Bridge will more than outweigh the disadvantages. We do not take a selfish view; we realise the bridge will be of great benefit to the people throughout the metropolitan area, and indeed to the State. We also realise that the requirements of the majority in a matter such as this must be paramount. The bridge is, of course, being built to serve as a river crossing for the proposed Perth-Kwinana Highway.

The highway is to run along the foreshore adjacent to the existing Melville Parade. I would like to emphasise to the Minister for Works that we are concerned that the highway should not run too close to residential areas. The residents of South Perth have already presented a petition in regard to that matter to the South Perth Municipal Council and the municipality endorsed the principle of it. I think they