Legislative Assembly

Tuesday, the 13th November, 1962

CONTENTS

The SPEAKER (Mr. Hearman) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS: TIME LIMIT FOR SUBMISSION

THE SPEAKER (Mr. Hearman) [4.32 p.m.]: I wish to announce that now that we are sitting in the mornings there will have to be some limitation placed on questions, if answers are to be provided the next day. I am therefore proposing to take no more questions after midday tomorrow (Wednesday) and on Thursday.

SOUTH BEACH RESTORATION

Petition

MR. CURRAN (Cockburn) [4.33 p.m.]: I wish to present a petition from the residents of South Fremantle, containing 1,756 signatures, praying for the restoration of South Beach at South Fremantle to its former condition as one of the best of the metropolitan beaches.

I move—

That the petition be received.

Question put and passed.

Petition received and read.

PORT HEDLAND HOSPITAL: OPENING

Absence of Member: Personal Explanation

MR. BICKERTON (Pilbara) [4.36 p.m.]: I ask for leave to make a personal explanation. It is in connection with remarks made by the Minister for the North-West during his reply to the North-West Estimates. The Minister said as follows:—

> He did not have sufficient interest in his electorate to go up to the opening of the first air-conditioned hospital in the north of the State.

There were a few interjections, and then the Minister said—

> It is a significant fact that when the Minister for Health opened this hospital at Port Hedland, the member for Pilbara did not see fit to go to the opening.

My explanation is in connection with those remarks. To clarify the position, I would point out that the first I knew of this event was when I received a telephone call from the Minister for Health, who asked me if I was going to the opening of the new hospital at Port Hedland. He said he had telephoned me because of the pair situation; that if I was going we could both pair. I explained to him that I did not have a ninvitation to attend the opening of the hospital. The Minister seemed surprised at that and said it was a departmental matter and no doubt I would receive one.

Mr. Ross Hutchinson: They were not issued then.

Mr. BICKERTON: I might say at this stage that I later received an invitation. First of all, I asked the Minister if he could arrange air fare to enable me to travel to Port Hedland. He said he could not do that. I pointed out to him that we were restricted in air travel to the north-west and that we received three trips a year. The trips are into and around our electorates, so that if we go to one town and return we still use up a complete air fare. I did not want to use up an air fare to go just to Port Hedland and back again.

I realise that the Minister was not in a position to arrange anything differently. I said to him that as far as I knew there would be no difficulty with the pair. I saw the Leader of the Opposition, and I received a letter from him saying that the Minister for Health would be granted a pair. I showed that letter to the Minister. I also notified the bodies concerned in the area that I would not be going, and I received an acknowlegment from them.

That is the reason why I wished to make a personal explanation, and I feel sure the Minister for Health could substantiate the main details of that explanation.

Mr. Hawke: Just some dirt from the Minister for the North-West.

Mr. Court: No, a statement of facts.

LOAN BILL, £21,980,000

Introduction and First Reading

Bill introduced, on motion by Mr. Brand (Treasurer), and read a first time.

Message: Appropriation

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

Second Reading

MR. BRAND (Greenough—Treasurer) [4.44 p.m.]: I move—

That the Bill be now read a second time.

As we have now completed the debate on the Loan Estimates, in the interests of time and to expedite business I thought we could pass this formal Loan Bill in order that the Upper House might also complete its deliberations.

This Bill seeks the authority of Parliament to raise loans to the extent of £21,980,000 for the purposes set out in the first schedule to the Bill. As I have said, it is a formal measure; and, as we have had an opportunity of debating the Loan Estimates, I submit it for the approval of members.

MR. HAWKE (Northam—Leader of the Opposition) [4.45 p.m.]: I support the Bill. Unfortunately the general debate this session in connection with the Loan Estimates was short, with very few members participating in it. Unfortunately, too, the debate on the items was also short, with the result that the Loan Estimates, as such, received during this session less attention and debate than in any session I can remember for the last 28 or 29 years. However, the Estimates have been considered and completed, as mentioned by the Treasurer. As I was one who did take part in the general debate, and spoke at some length on the Loan Estimates, I do not intend this afternoon to take up any further time. I support the second reading.

MR. TONKIN (Melville—Deputy Leader of the Opposition) [4.46 p.m.]: I have been waiting for this opportunity to reply to the Minister for Works. Some little time ago he made a statement blaming the boilermakers in the north for the delay in connection with the construction work there, and mentioned that, as a result of their failure to do a reasonable day's work, the Government would be obliged to adopt some alternative plan and spend a lot of money which otherwise it would have been saved.

At the time I had an idea that the Minister was not being at all fair, and I interjected, "Were there not some other factors?", which the Minister was not prepared to concede. I had in mind that the weather had been particularly bad for one thing—there had been a number of days when the temperature was over the century, and the humidity was very high. Apart from that, I also had at the back of my mind that somewhere I had read of anxiety which had been expressed by engineers that the contractors were not getting on with the job as fast as they should. Therefore I asked the Minister if he would table the engineers' reports from the inception of the work; and, as I anticipated, right from the very commencement there was delay in connection with this project, and it had a cumulative effect.

Even admitting that there might have been—and I have yet to be convinced that there was—some blame attachable to the boilermakers, theirs was a very small part of the responsibility for the delay which occurred with this job.

I took the trouble to make some extracts from the engineers' reports in order to demonstrate that if the Minister was in the slightest degree fair he would have stated the real causes for the delay, and not placed the whole blame upon the boilermakers. The first report tabled was that of the 8th July, 1961, wherein the engineer reported—

> The equipment was not working satisfactorily. Earth placing has not started in the embankment or levee sections, nor has any attempt been made to irrigate the borrow pits.

He commented upon the lack of trained foremen and then went on—

> To meet the programme, excavations and preparation of foundations will have to be speeded up to obtain about twice the current rate of progress.

On the 8th August there was an amended construction programme, and this is the statement which appears—

> The rate of progress will not be rapid (either on foundation preparation or earth placing) and rate of progress on this aspect of the work should be closely watched.

There is a footnote on the report that the contractors had been officially warned. On the 16th September the engineer reported—

> The contractors' programme for this construction season is to place all the concrete in the sill.
>
> Earth placing—eastern abutment.
>
> The proposals for earth placing in the eastern abutment as presented in successive construction programmes have had the force of wishful thinking only. The contractor now realises the seriousness of the position. The contractor's organisation is not blameless. He has been without a surveyor for a week.

On the 23rd June, on page 24 of the report which was tabled, there is reference to the erection of gate members. It is as follows:—

> This phase of the work seems to be well in hand, although to maintain the rate cranes have been diverted from concrete placing at times. The welding is not a bottleneck.
> Riveting.
>
> Inadequate production. One gate per day will have to be achieved even if it involves placing more oil furnaces on the job, and increasing personnel.
> 7th to 10th July. Concrete placing.
>
> Contractor's programme is somewhat optimistic. It may be necessary to insist on the employment of additional tradesmen and equipment. The progress of earthwork is slow.

So if one goes right through these reports one will see from month to month the dissatisfaction expressed by the engineers on the job, pointing out the shortcomings of the contractor; his failure to have adequate equipment on the job; and his failure to appoint adequate personnel. But the Minister said not a line about that. He imposed the whole of the blame for the delay in the construction programme on the boilermakers, who were not here to defend themselves.

Mr. J. Hegney: And they deny it.

Mr. TONKIN: I understand that in taking that line the Minister did not have the support of the contracting firm, because they made no complaint about the attitude of the boilermakers, and the number of rivets per day they were putting in on this work.

I think it is a very serious matter that the Minister in control of a department should so misrepresent the situation as to place the blame wrongfully upon the shoulders of the workers when, in the first instance, it was obvious—all the way through—to the engineers of the Public Works Department that there was going to be trouble in having this work completed on schedule.

Mr. Graham: What about an apology?

Mr. TONKIN: This was pointed out in report after report. They expressed their fears, and their worries that this work was going to be behind schedule. At that stage, when they were expressing those fears, there was no question of the responsibility being on the shoulders of the men who were doing the riveting, but there were a number of factors; and one would have expected that at least the Minister would be fair in the matter, and apportion the blame, instead of putting the whole of it upon the men who were engaged on the riveting in the last phase.

If anyone took the trouble to read the reports he would see without the slightest doubt that one could have confidently anticipated that this work would be in difficulty; and that it would take almost a miracle to have it completed on the scheduled date—not because of the failure of the riveters, but because the contractors had not dealt with the situation adequately at the time these difficulties were being pointed out, and they accumulated, with the result that finally when very hot weather was struck, and these riveters were expected to work in hot and humid conditions, their output was below what would normally have been achieved.

But to place the blame on the men, as the Minister did—and as every member of this House knows he did—is something that cannot be excused in any shape or form. It is a despicable way to handle public business—to try to place blame where it does not properly belong, in order to excuse others who are blameworthy. If there is any blame that should be apportioned in this matter, it is the Minister who should be blamed for allowing the firm to proceed in the way it did, without being obliged to take remedial action beforehand.

MR. WILD (Dale—Minister for Works) [4.56 p.m.]: We have heard a wonderful tirade by the Deputy Leader of the Opposition on something of which he knows nothing. He has not been there to see what is being done. Anybody can get hold of a report and pull remarks out of context, and make big stories out of them. Is not it natural in a £2,500,000 project where we are employing 400 to 600 men, that it is the responsibility of the engineer to make his report and say what is happening to different sections of the project?

I have read every report since the job was put in hand; and that is one of the reasons why I went up to visit the project. I went up on three occasions: in May, July, and September. When I was there in September the men were smoking more cigarettes per day than the number of rivets they were putting in. They were down to 50 rivets per day. I do not know whether my utterances had a beneficial effect or not, but it is a strange thing that within a week the men were back to what one could consider to be normal riveting; and it is expected, if they keep up that rate of riveting, that the job will be completed in order that water may be stored in the second week of December.

It is the responsibility of the engineers to submit reports, so that the chief engineer and myself will know what the position is. Both the chief engineer and I have discussed the matter with the contractor, and with Mr. Nielsen himself, on the spot. It is extraordinary for the Deputy Leader of the Opposition to say that the contractor did not complain to me about the riveters. It is a great pity the honourable member did not hear a tape-recording of the conversation that took place. As I have already said, the men were smoking more cigarettes than they were putting in rivets.

The Deputy Leader of the Opposition seems to forget that I have had to work hard in my day. I know what it is to do a hard day's work, both physically and mentally. I fully appreciate the fact that the weather was hot. I know it was over 100°.

Mr. Tonkin: For about 14 days in succession.

Mr. WILD: I am aware of that fact. At one stage of the game we had the spectacle of the men refusing to continue with the riveting until the sun had moved over sufficiently to place in the shade the man who was heating the rivets. On these jobs there is generally a man who holds the rivet—the riveter—and another who heats the rivet down below the framework; and on occasions the men refused to work until the sun moved over sufficiently to place him in the shade.

There are many projects throughout Australia where men have to stand in the sun and work all day. In this job, however, they refused to continue to work until the man below was in the shade. It is piffle for the Deputy Leader of the Opposition to say that the utterances I made were not in accordance with fact. They were. The weather has not improved much; it is still hot. After I spoke about this matter, however, the engineers reported that the output of riveting had increased, and that if it continued at that rate—provided the wet did not come—we would be able to achieve our objective to store water within the second week of December.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

Bill read a third time, on motion by Brand (Treasurer), and transmitted to the Council.

QUESTIONS ON NOTICE

POLICE

Employment as Waterfront Watchmen

1. Mr. CURRAN asked the Minister for Police:

   (1) Is he aware that members of the Police Force are being employed as "gangway watchmen" on ships in the port of Fremantle?

   (2) Is he also aware that "waterfront watchmen" usually employed in this occupation are now unemployed as a consequence of this practice?

   (3) Does he agree that members of the Police Force should be used in this capacity, receiving their usual wages from the State Government and in addition being paid by shipping companies to the detriment of workers who have followed this occupation for most of their lives?

   (4) As this practice is inconsistent with the statement in *The West Australian* by the Commissioner of Police when he condemned members of the Police Force engaging in other forms of employment, will he take immediate action to end this system of dual employment in the W.A. Police Force?

   Mr. CRAIG replied:

   (1) Yes.

   (2) No.

   (3) and (4) The position is at present under investigation.

TOURIST DEVELOPMENT AUTHORITY

Amount Spent on Projects

2. Mr. JAMIESON asked the Minister for Tourists:

   (1) What are the respective amounts spent on projects by the Tourist Development Authority outside the metropolitan area during the last financial year?

   (2) What projects and at what cost has the Tourist Development Authority sponsored ventures within the metropolitan area during the last financial year?

   Mr. BRAND replied:

   (1) The Tourist Development Authority has not defined "metropolitan area". From its beginning it divided local authorities into two groups—an inner city group which was ineligible and an outer suburban and country group which was eligible for subsidy. Subsidies to the inner city group were first granted in December, 1960.

   It is not possible to ascertain the amounts spent on projects during the last financial year, but the following amounts have been approved in respect of the outer suburban and country groups—

	£
Albany Shire Council	643
Albany Town Council	7,534
Boulder Town Council .	630
Bridgetown Shire Council	693
Brookton Shire Council ..	887
Broome Shire Council	547
Bunbury Town Council ..	98
Corrigin Shire Council ...	1,720
Denmark Shire Council	408
Donnybrook Shire Council	2,170
Geraldton Town Council	4,695
Gingin Shire Council	9,700
Harvey Shire Council	1,267
Irwin Shire Council	1,191
Kalgoorlie Town Council	68
Kwinana Shire Council ..	533
Mandurah Shire Council	143
Manjimup Shire Council	1,388
Mundaring Shire Council	3,403
Narrogin Shire Council ..	5,001
Northampton Shire Council	2,032
Rockingham Shire Council	3,296
Shark Bay Shire Council	2,319
Tableland Shire Council	200
Toodyay Shire Council	582
Wanneroo Shire Council	2,777
West Kimberley Shire Council	527
National Parks Board	9,256
Emu Point (Albany) Reserve Board	752
Mundaring Weir Improvements	4,430

   (2) The following amounts have been approved in respect to the inner city group:—

	Amount Approved	Paid
Perth Shire Council	£1 for £1 for repayment of principal and interest on loan not to exceed £100,000 (approximately £5,000 per annum for 15 years)	£1,202 16s. 6d.
Cottesloe Town Council	£1 for £1 for repayment of principal and interest on loan not to exceed £50,000 (approximately £2,500 per annum for 15 years). Final scheme and actual cost yet to be approved.	
Mosman Park Town Council	£250	£250

OSBORNE PARK

New Primary School

3. Mr. GRAHAM asked the Minister for Education:

(1) Are there any proposals for a new primary school in the Osborne Park area?

(2) If so, will he give details as to—

(a) location of site;

(b) area;

(c) when building is likely to commence;

(d) when school will be open;

(e) classes to be catered for;

(f) number of children initially;

(g) ultimate size respecting classrooms and children;

(h) whether there will be an infants' school on the site?

Mr. LEWIS replied:

(1) Yes.

(2) (a) In Albert Street, just north of Ronald Street, being lots 30, 31, 48, and 49.

(b) Eleven to 13 acres.

(c) Probably 1963-64.

(d) Probably February, 1964.

(e) Not known at this stage.

(f) Not yet known.

(g) Full primary school of 16 classrooms to cater for at least 700 children.

(h) Not anticipated at present.

ESTATES VALUED FOR PROBATE

Number in Excess of £20,000

4. Mr. GRAHAM asked the Minister representing the Minister for Justice:

(1) Since the 1st January, 1961, how many deceased persons have left estates valued for probate in excess of £20,000?

(2) Of these, how many in total fall within the general classification of farmers, graziers, pastoralists, agriculturists, and allied designations, including where prefixed with such as "formerly," "retired," "widow of," etc.?

Mr. COURT replied:

(1) 262.

(2) 123.

PACKAGED GOODS

Inquiry into Standardisation and Marking

5. Mr. DAVIES asked the Minister for Police:

(1) Is he aware of a report in the local trade paper *News Review* for October, 1962, which states in part: "The Government of Victoria has appointed Mr. W. J. Cuthill, S.M., as a board to act on behalf of all States and Territories of the Commonwealth to inquire into standardisation and marking of packaged goods in terms of weight or measure to reach a satisfactory basis for Australia-wide uniformity"?

(2) Can this report be taken as correct as far as Western Australia is concerned?

(3) If so, can he advise in what form Mr. Cuthill will institute inquiries as far as this State is concerned?

Mr. CRAIG replied:

(1) Yes.

(2) Yes.

(3) At the specific request of a meeting of Ministers representing the Commonwealth Government and all States, the board was appointed to conduct the inquiry in Melbourne. Persons or organisations outside the State of Victoria desiring to place their views on the matters under investigation by the board were invited to send written submissions to it, and I am aware that this course has been followed by the Chamber of Manufactures and others in this State.

PERTH GOODS DEPOT

Staff Strength

6. Mr. D. G. MAY asked the Minister for Railways:

Will he advise the staff strength, both salary and wages, in connection with the management of the Perth Goods Depot for the years 1958 to 1962 inclusive?

Mr. COURT replied:

	Salaried	Wages
1958	75	253
1959	75	253
1960	73	238
		(15 truck drivers transferred to control of Superintendent Road Services)
1961	73	235
1962	73	237

Referring to the figures of the wages staff for the year 1960, for administrative purposes, the control of 15 truck drivers employed at the Perth Goods Depot was transferred from the Goods Agent, Perth, to the Superintendent Road Services and they are stationed at the Motor Vehicle Pool in Perth. Their duties, however, have not varied following the change of control.

RAILWAY TRAVEL

Departmental Officers at Tourist Bureau

7. Mr. D. G. MAY asked the Minister for Railways:

(1) How many officers of the W.A. Government Railways Commission are employed at the W.A. Government Tourist Bureau?

(2) What are the particulars of their respective salaries?

(3) What amount is debited against the W.A.G.R. annually to maintain this annexe?

Private Booking Agencies

(4) Would he give details of other private interstate booking agencies in the metropolitan area negotiating railway fares?

(5) On what commission basis do these agencies operate?

Mr. COURT replied:

(1) Two officers.

(2) £910 and £1,275 per annum.

(3) No amounts have been debited against the Western Australian Government Railways.

(4) Ansett Pioneer Air Lines.
Ansett A.N.A. Travel Service.
Boans Travel Service.
E.S. & A. Bank.
Bank of New South Wales.
A. & N.Z. Bank Ltd.
Rural & Industries Bank.
Commercial Bank of Australia.
Cooks World Travel Service.
Dalgety & Co.
Elder Smith & Co. Ltd.
P. & O. Orient Lines.
Westralian Farmers Ltd.
McIlwraith McEacharn Ltd.
Merizzi Travel Service.
George Wills & Co. Ltd.
Royal Automobile Club.
Atlantic Shipping & Travel Agency.
MacRobertson Miller Airlines.

(5) 5 per cent. commission basis, with minor exceptions.

TRANSPORT FACILITIES

Situation in Eastern Suburbs

8. Mr. BRADY asked the Minister for Transport:

(1) Can eastern suburbs residents expect improved transport facilities in the current year?

(2) Is it proposed to have a non-stop run Midland to Perth and return?

(3) What transport is run from Midland to Carilla and on what days?

(4) Is any route running via Bassendean to Guildford?

Mr. CRAIG replied:

(1) Investigations have just commenced and no forecast is possible at this time.

(2) No.

(3) No service.

(4) No.

INDUSTRIAL DEVELOPMENT IN EASTERN SUBURBS

Sites Purchased

9. Mr. BRADY asked the Minister for Industrial Development:

(1) What lands have been bought in recent years in the eastern suburbs by the Department of Industrial Development as potential industrial sites?

Companies Invited

(2) What companies have been recommended to start business in eastern suburbs?

Mr. COURT replied:

(1) Part of lot 19 of Swan Location 34 on plan 1029 comprising 4½ acres located in Belmont Avenue. Lot 1122 on plan 3401 comprising 3 acres 0 roods 30.6 perches located in Collier Road, Morley. Lots 43, 44, 47, 78, 79, 95, 96, 104, 105, 106, 111, 128, 129, 130, 132, 60, 61, 62, 65, 66, 67, 58, 59, 110, 51, and 70, on Land Titles Office Plan 5093 comprising in all an area of 6½ acres located at Bayswater-Bassendean in the area formerly resumed for railway marshalling yards, but not now required for such purposes.

Details of all above lands were given in reports Nos. 7, 11, and 12 tabled in each House of Parliament during the weeks ended the 25th August, 1961 and the 10th August, 1962 in accordance with the provisions of the Industrial Development (Resumption of Land) Act 1945.

(2) It is not practicable to list all the companies which have been recommended to start or expand business in the eastern suburbs in recent years. The number is numerous and there are some currently under consideration. Specific examples where this advice has been acted upon are:

J. Connolly (W.A.) Pty. Ltd.

Elastic Rail Spike Co. (W.A.) Pty. Ltd.

Carba Dry Ice (W.A.) Pty. Ltd.

Candlelight Co. Pty. Ltd.

This should not be taken as an exhaustive list.

MINERAL CLAIMS

Action by Warden and Minister for Mines

10. Mr. TONKIN asked the Minister representing the Minister for Mines:

(1) Did Depuch Shipping and Mining Co. Pty. Ltd. make application for mineral claim 292 in the West Pilbara Goldfields?

(2) Did the Hancock Prospecting Pty. Ltd. object to the granting of mineral claim 292?

(3) If the answer to No. (2) is "Yes," were the grounds of the objection "that portion of the land comprised in the said mineral claim 292 were comprised in mineral claim 90"?

(4) Did the warden dismiss the objection with costs?

(5) Has the Minister for Mines—

(a) set aside the decision of the warden; and/or

(b) upheld the objection; and/or

(c) declared that "the land comprised in mineral claim 90 is portion of the land applied for as mineral claim 292"?

(6) If the Minister for Mines has done all or any of the things specified in (5)—

(a) what section of the Mining Act, 1904-1957, vests in him the power to do so;

(b) what regulation or regulations made under the Mining Act, 1904-1957, vests in him the power to do so;

(c) was Depuch Shipping and Mining Co. Pty. Ltd. given the opportunity of appearing before the Minister to support the warden's decision; if not, why not;

(d) upon what grounds was the decision of the warden set aside and/or reversed;

(e) has the order of the warden directing Hancock Prospecting Pty. Ltd. to pay costs also been set aside;

(f) will Hancock Prospecting Pty. Ltd. still have to pay the costs awarded against it by the warden?

(7) In respect of mineral claim 90—

(a) was it granted to the Hancock Prospecting Pty. Ltd. on the 15th October, 1956;

(b) was the Hancock Prospecting Pty. Ltd. required to observe the labour conditions attached to it by regulation 55 (11) from the 15th January, 1957, to the 5th November, 1959, inclusive;

(c) if the answer to (b) is "Yes," did the Hancock Prospecting Pty. Ltd. observe such labour conditions;

(d) did the Hancock Prospecting Pty. Ltd. during the period, from the 15th January, 1957, to the 5th November, 1959, at any time fail to comply with the labour conditions prescribed by regulation 55 (11) for a period of fourteen consecutive days;

(e) if the labour conditions prescribed by regulation 55 (11) were not complied with at any

time for fourteen consecutive days did the Hancock Prospecting Pty. Ltd. thereby abandon the mineral claim;

(f) if the Hancock Prospecting Pty. Ltd. abandoned the mineral claim did it file the notice required by regulation 162a of the regulations made under the Mining Act, 1904-1957;

(g) if the answer to (f) is "No," has there been or will there be a prosecution instituted against the Hancock Prospecting Pty. Ltd. for breach of the regulation 162a; and, if not, why not;

(h) were production returns lodged with the Mines Department for the period from the 15th January, 1957, to the 5th November, 1959, or any part thereof;

(i) if the answer to (h) is "Yes," what was the total production for the period from the 15th January, 1957, to the 5th November, 1959?

(8) Was there an area of ground granted as Prospecting Area 284 in the West Pilbara Goldfields?

(9) If the answer to No. (8) is "Yes," did the ground comprised in Prospecting Area 284 cover portion of the ground that has now been allocated as mineral claim 90; and, if so, why was this done?

(10) Have the labour conditions prescribed by regulation 55 (11) been observed in respect of mineral claim 90 since the 31st August, 1962; and, if so, on what days?

(11) If the labour conditions have not been complied with in respect of mineral claim 90 since the 31st August, 1962, has it become abandoned by the claim holder?

(12) If mineral claim 90 has been abandoned since the 31st August, 1962, has the notice thereof required by regulation 162A of the regulations made under the Mining Act, 1904-1957 been lodged?

(13) If the notice mentioned in the preceding question has not been lodged, has there been or will there be a prosecution of the claim holder for failure to do so?

(14) Is the ground comprised in mineral claim 90 now Crown land and available to be marked out and taken possession of as a mining tenement?

(15) Is the ground comprised in Prospecting Area 284 now Crown land and available to be marked out and taken possession of as a mining tenement?

(16) Did Warden N. J. Malley report to the Minister: "That because of the absence of ground markings in May 1962, it had been impossible to find mineral claim 90 by survey"?

(17) If Warden Malley did report to the Minister as set out in the previous question—

(a) was the report in writing;

(b) if the report is in writing, will a copy therof be made available to the House;

(c) if the report is not in writing, what were its terms;

(d) if the report is not in writing, when, where, and in whose presence was it made?

(18) In respect to Old Mineral Lease 242—

(a) had the boundaries ever been surveyed;

(b) was there any datum peg erected;

(c) were there ever any corner posts other than a datum peg erected;

(d) is it true that a surveyor found the original survey posts that delineated the boundaries of Well Site 2;

(e) if the answer to (d) is "Yes", by what means did the surveyor identify the posts as such originals;

(f) did the surveyor leave the survey posts in the position he found them; if not, why not?

(19) In respect of mineral claim 90—

(a) were the provisions of the regulation made under the Mining Act, 1904-1957, complied with when the application for it was made;

(b) if the answer to (a) is "No", what provisions were not complied with;

(c) did the warden recommend the granting of the application;

(d) if the answer to (c) is "Yes", was the recommendation obtained by—

(i) any fraud practised on the Warden's Court; and/or

(ii) any fraudulent misrepresentation made to the Warden's Court; and/or

(iii) any false declarations made on oath?

(e) if the answer to any of the questions in (d) is "Yes", should not the certificate of title for mineral claim 90 be revoked, called in, and cancelled;

(f) is it not the duty of the Minister for Mines to protect the Warden's Court against fraud being practised upon it?

(20) In respect of mineral claim 292 did any officer of the Mines Department give the Minister advice as to the decision he should make on the recommendation of the warden?

(21) If the answer to No. (20) is "Yes"—

(a) what was the name of the officer;

(b) was the advice in writing; and, if so, will the Minister make a copy available to the House?

(c) if the advice was not in writing—

(i) what were its terms;

(ii) how, when, and where was it given?

(22) Did the Minister for Mines say to anyone—

Claim 90—as defined by survey—was some distance from another area which Hancock recently said constituted claim 90. They were nevertheless still within the boundaries of Depuch's Claim 292?

(23) If the Minister made the statements specified in the previous question, does the Minister wish to infer that Hancock had stated previously that claim 90 was located elsewhere than recently indicated by him?

(24) If the Minister made the statements specified in No. (22) by the words—

They were nevertheless still within the boundaries of Depuch's Claim 292;

does the Minister wish to infer a piece of ground designated as mineral claim No. 90 will suffice for Hancock's purpose?

(25) Is the mine known as Mons Cupri or the hill known as Mons Cupri located as the ground now allocated as mineral claim 90?

Mr. BOVELL replied:

(1) to (25) The departmental file relating to the application for mineral claim No. 292, West Pilbara, was on the 21st August, 1962, at the request of the honourable member, laid upon the Table of the House.

Much of the information now requested was on the file, and as the honourable member was given the opportunity of perusing it—and no doubt did so—the Minister can see no reason why he should be required to supply it again. He has since announced his decision, which has been published in the Press, and is intended to be final.

Mr. Tonkin: What about the information that was not on the file?

EMBLETON HIGH SCHOOL

Completion Date

11. Mr. TOMS asked the Minister for Works:

(1) Further to question No. 8, *Hansard*, page 804, of the 4th September, 1962, has the contract for the Embleton High School been completed and when?

Penalty Clause

(2) If the above answer is in the affirmative, has a decision yet been reached by the Government to invoke the penalty clause; and, if so, to what extent?

Mr. WILD replied:

(1) and (2) This contract will not be completed until the maintenance period expires on the 19th April, 1963.

No decision has yet been made regarding the penalty clause.

RAILWAY ROAD BUSES

Use of New Vehicles

12. Mr. ROWBERRY asked the Minister for Railways:

(1) Is it the intention of the Railways Department to run the new 36-seater Guy-Victory chassis air ride suspension buses on the routes south from Bunbury to Northcliffe and Margaret River?

(2) If not, why not?

(3) Do these new buses require any special skills to operate, or drive?

(4) If so what are these skills?

(5) How are they acquired?

(6) Do the drivers of these buses require to pass special tests before being allowed to take them on the road?

(7) What is the nature of these tests?

(8) Is he aware that there are many complaints heard on the present buses on the routes mentioned about the lack of leg room between the seats?

Mr. COURT replied:

(1) No.

(2) Due to the insufficient number of this type of bus available.

(3) No.

(4) and (5) Answered by No. (3).

(6) and (7) Special tests are not required but drivers are given instructions by the foreman driver.

(8) The lack of leg room between the seats in the older type buses operating on these routes is recognised, and this is being rectified in the later additions to the bus fleet.

POINT WALTER HOLDING CAMP

Number of Occupants, and Cost Per Head

13. Mr. TOMS asked the Minister for Immigration:

With regard to the holding camp at Point Walter, what has been—

(a) the average number of occupants each month for the years 1958, 1959, 1960, 1961, 1962;

(b) what was the average cost per head during the above periods per month;

(c) what do the above items include, and what is the segregated cost?

Mr. BOVELL replied:

Details asked for are not available. However, available figures relating to occupants and costs are submitted for the honourable member's information, as follows:—

Point Walter Immigration Hostel

TABLE SHOWING MIGRANTS ADMITTED, MIGRANT DAYS, AND OTHER PERSONS—DAYS IN OCCUPATION, FOR FINANCIAL YEARS AS UNDER

	1957–58			1958–59			1959–60			1960–61			1961–62		
	Migrants Admitted	Migrants Days	"Others" Days	Migrants Admitted	Migrants Days	"Others" Days	Migrants Admitted	Migrants Days	"Others" Days	Migrants Admitted	Migrants Days	"Others" Days	Migrants Admitted	Migrants Days	"Others" Days
July	32	905	1,219	7	1,148	589	21	249	490	2	13	713	18	2,817	346
August	14	372	1,067	5	812	1,087	3	10	2,188	14	25	2,090	98	2,849	1,187
September	31	747	805	57	788	1,101	14	128	1,182	....	2	1,523	46	1,915	1,353
October	60	860	659	21	751	580	20	238	490	5	18	635	56	2,542	330
November	36	538	1,395	3	264	855	....	....	480	11	56	783	24	1,910	100
December	14	333	2,736	47	239	2,165	27	248	2,032	10	12	1,100	22	1,403	303
January	59	661	2,538	....	....	2,187	15	380	2,010	57	536	942	323	3,279	1,232
February	36	652	2,926	32	113	2,237	....	322	1,810	126	1,832	1,675	140	2,985	730
March	72	912	603	11	91	844	7	126	907	51	2,121	1,310	78	2,046	516
April	101	907	1,327	36	249	574	31	90	987	59	1,497	685	188	3,700	126
May	24	519	812	29	581	856	14	20	776	73	2,093	838	124	5,027	928
June	100	900	650	2	268	504	7	23	606	68	2,525	532	98	2,975	00
TOTALS	579	7,703	17,346	250	5,353	14,198	159	1,843	13,970	470	10,731	12,847	1,219	33,848	6,777

Point Walter Hostel

Designation	Financial Years				
	1957-58	1958-59	1959-60	1960-61	1961-62
Furniture and equipment	495	182	658	420	1,368
Provisions	5,885	4,690	3,987	5,307	12,651
Wages	9,055	8,217	8,526	10,692	16,602
Laundry	289	168	124	212	501
Water	130	132	83	94	267
Electricity	1,896	1,775	1,619	1,511	1,750
Fuel	1,064	614	461	352	777
Upkeep of vehicles	194	250	62	96	140
Telephones	196	198	211	221	263
Fares and freights	2,074	2,186	1,104	1,314	1,418
Motor hire	374	230	436		
Travelling allowance	5	29	36	154	114
Postage	....	....	....	....	....
Repairs and renewals	1,304	2,047	711	1,921	2,068
Miscellaneous	313	372	330	330	300
Purchase of utility	....	....	415	....	....
Gross Expenditure	£23,274	£21,696	£18,763	£22,714	£38,219
Gross Revenue	£5,751	£5,427	£7,093	£9,279	£14,776
Excess of Expenditure over Revenue	£17,523	£16,269	£10,970	£13,435	£23,443
Cost per *migrant* day to State	£2 5s. 2d.	£3 0s. 10d.	£5 19s. 1d.	£1 5s. 1d.	13s. 11d.

UNEMPLOYED YOUTHS

Registrations

14. Mr. HAWKE asked the Minister for Labour:
    (1) How many males under 21 years of age were registered for employment as at the 30th September, 1962?
    (2) How many of those registered were in the age groups—
        (a) from 14 years to 17 years;
        (b) from 17 years to 21 years?
    (3) How many females under 21 years of age were registered for employment as at the 30th September, 1962?
    (4) How many of those registered were in the age groups—
        (a) from 14 years to 17 years;
        (b) from 17 years to 21 years?

Reason for Unemployment

    (5) What is the main reason why so many young people are unemployed?

Mr. WILD replied:

(1) to (5) A lot of the information is not available yet, but we hope to have it available by Thursday.

RAILWAY STATIONS: LIGHTING

Reduction and Estimated Saving

15. Mr. BRADY asked the Minister for Railways:
    (1) Is it a fact that, at present, when most Perth firms are co-operating with the Perth City Council to install extra lighting to further the "City of Lights" atmosphere during the Empire Games, the Railways Department is reducing the number of lights on suburban stations?
    (2) How many stations are to have reduced lighting?
    (3) What is the estimated saving by the reduction of lights?
    (4) Is it a fact that West Midland station has had seven globes removed?
    (5) What is the approximate cost of having the reduced lighting system implemented?
    (6) What person or department is likely to gain by the customary lights being allowed to remain?

Mr. COURT replied:

(1) to (6) The decision to reduce a number of unnecessary lights at suburban stations was the result of normal departmental investigations, in furtherance of a policy to effect economies in the consumption of electricity. This decision was based purely on a matter of internal efficiency and economy and has no bearing on the British Empire and Commonwealth Games.

The railways have spent a considerable sum of money on the painting of departmental buildings and stations and in the general tidying up of railway areas in the metropolitan area as part of its contribution towards the Games effort.

Thirty-nine stations have had lighting discontinued at unnecessary points by removal of the globes only. The estimated saving will be £400-£500 per annum.

RAILWAY CLOSURE AREAS

Bituminisation of Roads

16. Mr. CORNELL asked the Minister for Works:

    Will he lay on the Table of the House the following information:
    (a) Particulars of those roads in all railway closure areas which the Government undertook would be bituminised?
    (b) Details of roads in rail closure areas—
        (a) sealed to date;
        (b) yet to be sealed;
        (c) dates of expected completion of roads yet to be sealed?

Mr. WILD replied:

Closed Railway	Road	Length	Completed the 30th June, 1962		Programmed 1962-63		To be Programmed 1963-64		Expected Completion	
			Priming	Sealing	Priming	Sealing	Priming	Sealing	Priming	Sealing
			Miles	Miles	Miles	Miles	Miles	Miles		
Brookton-Corrigin	Brookton-Corrigin	37·0	37·0	*Nil*	*Nil*	37·0	*Nil*	*Nil*	Completed	1962-63
Lake Grace-Hyden	Kondinin-Hyden	31·0	31·0	31·0	*Nil*	*Nil*	*Nil*	*Nil*	Completed	Completed
Lake Grace-Hyden	Lake Grace-Pingaring	30·0	15·0	10·0	15·0	5·0	*Nil*	15·0	1962-63	1963-64
Katanning-Nyabing-Pingrup	Katanning-Martins Corner	52·0	52·0	52·0	*Nil*	*Nil*	*Nil*	*Nil*	Completed	Completed
	Martins Corner to Pingrup	10·0	7·0	2·9	3·0	7·1	*Nil*	*Nil*	1962-63	1962-63
	Martins Corner to Borden	30·8	30·8	17·4	*Nil*	13·4	*Nil*	*Nil*	Completed	1962-63
Ongerup-Gnowangerup	Ongerup-Albany	13·0	13·0	13·0	*Nil*	*Nil*	*Nil*	*Nil*	Completed	Completed
Burakin-Bonnie Rock	Burakin-Cleary	30·0	23·0	21·5	7·0	4·5	*Nil*	4·0	1962-63	1963-64
	Beacon-Beacubbin	27·0	19·0	13·0	8·0	6·0	*Nil*	8·0	1962-63	1963-64
	Wialki-Mukinbudin	33·0	33·0	25·3	*Nil*	7·7	*Nil*	*Nil*	Completed	1962-63
	Bonnie Rock-Mukinbudin	17·7	10·4	*Nil*	7·3	10·0	*Nil*	7·7	1962-63	1963-64
Elleker-Nornalup	Elleker (Albany) to Youngs Siding	22·6	8·6	8·6	7·0	*Nil*	6·1	14·0	1963-64	1963-64
	Totals	334·1	279·8	194·7	48·2	90·7	6·1	48·7	....	....

Note: All roads will be developed to the black top stage by the end of the current financial year except for the Albany-Elleker Road, which is based on a four-year programme.

QUESTIONS WITHOUT NOTICE

NORTH-WEST TRANSPORT

Effect of Road Cartage on Shipping

1. Mr. BICKERTON asked the Minister for the North-West:

   (1) Has the Minister seen an article in this morning's *The West Australian* dealing with the laying-off of lumpers at Port Hedland owing to increased cargoes going by road on private transport; and will he inform the House what the policy of the Government is concerning road and shipping transport for the north-west?

   (2) If necessary, will he confer with the Minister for Transport and acquaint the House with details at tomorrow's sitting?

   Mr. COURT replied:

   (1) and (2) I have seen the article referred to by the honourable member and I think I should state at this stage that, as far as I know, it is not a question of a shortage in the number of State ships that have gone to Port Hedland that is affecting the situation. It is more related to a reduced number of overseas ships which would be taking manganese to other ports of Australia calling at Port Hedland.

   If I have to give an answer off the cuff I think I would say it is more related to overseas ships because of the export difficulties as they apply to manganese.

   So far as road transport is concerned I can assure the honourable member that the Minister for Transport watches the position very carefully, and he and his Transport Board examine each case on its merits. I think it should be acknowledged there is continual increasing pressure from residents of the north-west—particularly in the Gascoyne and Pilbara areas—for more road transport permits to be given.

   The Minister for Transport does keep very closely in touch with me to acquaint me with the applications received and the action he proposes in respect of each and every one of them.

Conveyance of Government Stores by State Ships

2. Mr. BICKERTON asked the Minister for the North-West:

   Will he give the House an assurance that Government stores and general cargo will be sent by State ships? I understand that even dog baits at present sent by the Agriculture Protection Board are going by private transport.

   Mr. COURT replied:

   I could not give the honourable member that assurance without having the matter very closely examined. There is, as he will know, a tendency towards the use of the Meekatharra railhead as a means of serving the eastern parts of the Pilbara area. There is constant negotiation in connection with the pick-a-back system to Meekatharra with the object of improving the transport service to the people on the eastern side of Pilbara. However, my understanding is that most, if not the whole, of the Government equipment and stores that would normally be transported by ship is in fact, being transported by ship to the coastal ports. If the honourable member knows of any specific cases of Government stores going to the Pilbara area by road, which he considers should not be going by road, if he cares to let me know of them I will be very happy to investigate each case.

MINERAL CLAIMS

Action by Warden and Minister for Mines

3. Mr. TONKIN asked the Minister representing the Minister for Mines:

   Relative to the answers to my questions on today's notice paper—

   (1) Does the Minister not agree that the questions were couched in temperate and courteous language?

   (2) Does the Minister not agree that the questions sought information which a representative of the people is entitled to receive?

   (3) Does the Minister not agree that it would be quite impossible to answer a number of those questions from the file which was tabled in this House?

   (4) Did not the Minister give as a reason for previously not answering some of the questions, that the matter was *sub judice?*

   (5) Is it not a fact that the matter is no longer *sub judice* and therefore the questions, the answers to which were not previously given, have no such bar to their being answered?

(6) Have not some of the questions reference to matters which have occurred within recent days and in connection with which it would be impossible for anyone outside the department other than the Minister to answer? I refer to my question 10 (6) (f) as follows:—

> will Hancock Prospecting Pty. Ltd. still have to pay the costs awarded against it by the warden?

That is a matter which could only be determined by the Minister in view of his decision in regard to other matters. Therefore, is it not begging the question to say that because the file was tabled, the question should not be answered?

Mr. BOVELL replied:

(1) to (6) The Minister for Mines has answered the questions carefully and he has made his intention quite clear that his answers given today are appropriate to the occasion; and I have no further statement to make.

Mr. Graham: That's lovely, that is! I have spoken!

NORTH-WEST TRANSPORT

Effect of Road Cartage on Shipping

4. Mr. BICKERTON asked the Minister for the North-West:

In view of his replies to questions and the information given to the House, I understand that the Administrator for the North-West will be in Port Hedland with the North-West liaison officer, so would he be good enough to ask those gentlemen to inquire into the matter of transport whilst they are there?

Mr. COURT replied:

The question of transport to Port Hedland and places south of Port Hedland is already the subject of close inquiry by the Transport Board; and, as I explained in an earlier answer, the Minister for Transport is watching the position very carefully and is keeping in touch with me on the matter. There would be no point in requesting Mr. McGuigan or Mr. Gordon to conduct further investigations, although I have no doubt that they will, in the ordinary course of their duties, obtain local information regarding this position.

RAILWAYS COMMISSION

Availability of 1962 Report

5. Mr. D. G. MAY asked the Minister for Railways:

Is it his intention to make available during this session the 1962 W.A.G.R. annual report?

Mr. COURT replied:

I have my doubts whether the report will be printed in time to be tabled during this session. If my memory serves me correctly, it is very rarely that the report is available for tabling before the session ends. There is a tremendous amount of detail in it and a lot of printing to be done. However, early in the session I did table most of the vital statistical data so far as the trading operations were concerned so that members would have access to that information if the report were not available. I will, however, inquire from the railways and see if there is a chance of having the report tabled, if not in printed form, in some other form such as typewritten form.

RAILWAY ROAD BUSES

Use of New Vehicles

6. Mr. ROWBERRY: I asked the Minister for Railways this afternoon whether it was the intention of the Railways Department to run certain types of buses on certain routes south of Bunbury. He said that it was not the intention and the reason was that there was an insufficient number of this type of bus available. As this is obviously a question of priorities, would the Minister State on what basis the priorities are assessed?

Mr. COURT: Firstly, I think it should be acknowledged that the routes on which the new Guy-type chassis are used are those where the service operates over a very long distance. It was only natural that they would be used on those routes first. The buses which have this special type of suspension to give the maximum comfort, operate to Albany and Narembeen. Because of the axle-loading difficulties we had to put in a modified form of body which I think some members saw recently.

It was felt fair and appropriate to operate these buses down the Great Southern route. I refer to the route that goes mainly via the railway rather than through Williams and Kojonup, which is a shorter route. The first-mentioned is a very long route, and I think

it was a reasonable approach by the authorities to use the buses in that area first.

The honourable member might well ask, of course, why we have not more of them. These bus chassis were experimental. I understand that this type of suspension was the first lot of its kind to leave England, and we wanted to give them a thorough trial under the supervision of both the railways and the Main Roads Department before we committed ourselves to further chassis.

MAIN ROADS DEPARTMENT

Availability of Report

7. Mr. TONKIN asked the Minister for Works:

Several sittings ago I asked the Minister if the report of the Main Roads Department could be tabled. I would explain that that report is several weeks later than normally. The Minister undertook to see that the report was made available before the House rose. As this is the last week of the session, I would like to ask the Minister whether the report will be tabled?

Mr. WILD replied:

I understand, from inquiries made at the department this morning, that this report is not normally tabled. However, a copy was posted to all members today; and if they have not received it already, they should do so by tomorrow. I have the report, so if the Deputy Leader of the Opposition does not receive his tomorrow, I will lend him mine.

Mr. Hawke: Merry Christmas!

ROAD TRANSPORT

"Pinpricking" Inspections of Farmers' Trucks

8. Mr. CORNELL asked the Minister for Transport:

(1) Can he inform me and the House why farmers' trucks with KE registration are receiving such close scrutiny from inspectors of the Department of Transport, particularly as the commissioner has indicated that transport of requisites so far as primary producers are concerned is virtually without control?

(2) Is he aware that such pinpricking tactics are not appreciated by either the member for the district or the farmers?

Mr. Graham: Especially the former!

Mr. CRAIG replied:

I am not aware of the alleged pinpricking methods employed, but I will undertake to make inquiries.

PACKAGED GOODS

Inquiry into Standardisation and Marking

9. Mr. DAVIES asked the Minister for Police:

Arising from the answer to question No. 5 on today's notice paper, relating to the board set up in Victoria to inquire into weights and measures in connection with packaged goods, as this board was set up at the request of the Ministers of all States—and I take it that Western Australia was included—can the Minister advise whether the Government will make representations to this board; and, also, whether the Government will publicise the fact that the board is sitting and that representations can be made by individuals and commercial bodies?

Mr. CRAIG replied.

Due publicity by way of advertisements was given some months ago to this hearing being conducted by the Victorian Government and some response was made by local people interested. As stated in reply to the earlier question, the Western Australian Chamber of Manufactures is making submissions as is, also, our own Department of Weights and Measures.

ALSATIAN DOG BILL

Leave to Introduce

MR. NALDER (Katanning—Minister for Agriculture) [5.27 p.m.]: I move—

That leave be given to introduce a Bill for an Act relating to Alsatian dogs.

Point of Order

Mr. TONKIN: There is on the notice paper a Bill to repeal the Alsatian Dog Act, which means that the Alsatian Dog Act is still in existence. My point of order is: Can the Government introduce a Bill for another Act without repealing the one on the statute book? Would it not be obliged to amend the existing Act or to repeal it before substituting another?

The SPEAKER (Mr. Hearman): Is it intended to amend the existing Act?

Mr. NALDER: No. Provision is made, in the measure which I hope to introduce, to repeal the old Act.

Speaker's Ruling

The SPEAKER (Mr. Hearman): I think that is in order.

Debate Resumed on Motion

Question put and passed; leave granted.

Introduction and First Reading

Bill introduced, on motion by Mr. Nalder (Minister for Agriculture), and read a first time.

STATE FOREST NO. 61

Revocation of Dedication: Motion

MR. BOVELL (Vasse—Minister for Forests) [5.29 p.m.]: I move—

> That the proposal for the partial revocation of State Forest No. 61 laid on the Table of the Legislative Assembly by command of His Excellency the Governor on the 8th November, 1962, be carried out.

The motion before the House is in relation to a proposed excision from the Julimar State Forest situated north from Bindoon. For some time now negotiations have been in progress between the Department of the Army and the Railways Department for a suitable exchange area for the Avon Valley army training area which the standard gauge railway from Northam to Perth will traverse.

Agreement has been reached between both parties and the area now proposed to be ceded to the Department of the Army in exchange for its land in the Avon Valley comprises an area of approximately 40,000 acres, of which 11,600 acres form portion of Julimar State Forest. The balance of the total area is Crown land with the exception of a few small areas of privately-held land, including a triangular piece in the north-east belonging to Industrial Extracts Limited, which company does not object to its release provided it is allowed to remove the timber thereon by next winter. A 10-chain buffer strip around the whole area is to be provided for the operations of some interested beekeepers.

This would have been included in the normal motion for the revocation of State forests, but the Conservator of Forests had not received the written agreement of the Army relating to the removal of timber when the former motion was presented. However, that written authority, so the conservator informs me, arrived a day or two after the previous motion was submitted; and three years is the period during which the marketable timber can be removed.

The Conservator of Forests and the Deputy-Conservator of Forests have vetted this matter very thoroughly with a view to co-operation; and because of the standard gauge railway, and the needs of the Army for defence purposes, the motion is now submitted.

This arrangement has been made by negotiation. Actually the Commonwealth, under its Constitution and under the Commonwealth Land Acquisition Act of 1955, which repealed the old Act of 1906, has authority to resume Crown lands or private lands for Commonwealth purposes, including defence purposes. But it has not been necessary for the Commonwealth Government to use its powers in this instance because the negotiations between the Commonwealth and the State instrumentalities have reached a satisfactory conclusion so that there will be an exchange of the land which was previously used as a training centre, and over which the standard gauge railway will pass, for other land which has been mutually agreed upon for a new centre.

MR. GRAHAM (Balcatta) [5.32 p.m.]: I second the motion.

Question put and passed.

Request for Council's Concurrence

MR. BOVELL (Vasse—Minister for Forests) [5.33 p.m.]: I move—

> That the resolution be transmitted to the Legislative Council and its concurrence desired therein.

I desire to thank the member for Balcatta in connection with this motion. There is a litho. here showing the respective areas, but I will not lay it on the Table of the House as it may be required in the Legislative Council. However, it is available to members should they desire to peruse it.

Question put and passed.

STAMP ACT AMENDMENT BILL (No. 3)

Receipt and First Reading

Bill received from the Council; and, on motion by Mr. Court (Minister for Industrial Development), read a first time.

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [5.35 p.m.]: I move—

> That the Bill be now read a second time.

Much of the Companies Act of 1943 was repealed when the law relating to companies was consolidated in 1961. Section 433 of the 1943 Act was not, for instance, re-enacted in the Companies Act of 1961, because it was considered its provisions should be included in the Stamp Act. That section authorised the Treasurer to give concessions in respect of *ad valorem* duty. The Treasurer has no power at present to grant any exemption from *ad valorem* stamp duty on documents executed as a result of the formation of a new company by reconstruction, even though the circumstances may justify such action.

The attention of Parliament was drawn to this during the passage of the 1962 Companies Act Amendment Bill and, as a consequence, an undertaking was given that the provisions of section 433 of the 1943 Act would be incorporated in the Stamp Act. It was felt it was more appropriate to deal with it in the Stamp Act than in the Companies Act.

The purpose of this Bill, then, is to empower the Treasurer to exempt from *ad valorem* duty, wholly or partially, any

instrument whereby the assets of the companies referred to in the new section 75B, as set out in clause 2 of the Bill, are transferred.

Debate adjourned, on motion by Mr. Hawke (Leader of the Opposition).

RIGHTS IN WATER AND IRRIGATION ACT AMENDMENT BILL

Third Reading

Bill read a third time, on motion by Mr. Wild (Minister for Water Supplies), and transmitted to the Council.

AGRICULTURAL PRODUCTS ACT AMENDMENT BILL

Second Reading

MR. NALDER (Katanning—Minister for Agriculture) [5.38 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill is to provide machinery for the establishment of an advisory committee to determine the size and quality of specified varieties of apples which should be sold on the local market and to recommend to the Minister accordingly. The Bill will then authorise the Minister, acting on such recommendation, to prohibit the sale for consumption within the State of apples of any prescribed grade, either entirely, or during such period or periods as specified by notice in the *Government Gazette* and once in a daily newspaper published in Perth.

The 1961 apple harvesting season highlighted the difficulties of marketing during a period of heavy production and restricted outlets. In that season, export prices were reduced and large quantities of apples were placed on the local market at unremunerative returns to growers. These conditions were responsible for the appointment of a Royal Commission which commenced hearings in November, 1961. The findings of the Royal Commission, released on the 11th September, 1962, practically exonerated from blame actions of fruit shippers in reducing export prices during 1961. However, some specific recommendations were made on local marketing.

As the 1962-63 apple crop is likely to be a heavy one, and most of the unfortunate circumstances of 1961 could be repeated, the Western Australian Fruit Growers' Association has requested action on the lines recommended by the Royal Commissioner. The proposals, in fact, resemble a marketing scheme; but, as an alternative, it is proposed to establish the advisory committee, which will recommend the standards of fruit to be sold; and at the same time to amend the Fruit Cases Act in order to require that persons buying direct from growers shall be registered so that sales other than through the recognised marketing channels can be policed.

In adopting the alternative, it is proposed that the scheme shall operate for one year only in order to cater for the heavy crop of apples expected next year. This will provide a trial period so that factual information could be available for the basis of a marketing scheme if such proved to be necessary. The effect of implementation of such a scheme will be that inferior and undersized fruit will be kept off the market, and the public will not be sold the very inferior fruit which has been offered for sale in the past two seasons.

The committee will be known as the Apple Sales Advisory Committee and shall consist of seven persons who shall be appointed by the Minister and of whom one shall be the Director of Agriculture or his nominee, who shall be the chairman of the committee, three shall be growers carrying on the business of apple growing respectively in the areas known as the Hills District, the South-West District, and the Great Southern District in this State, and each of whom is nominated by the Western Australian Fruit Growers' Association; one shall be a person nominated by the Chamber of Fruit and Vegetable Industries of Western Australia (Incorporated); one shall be a person nominated by the West Australian Fruit Shippers Committee; and one person shall represent the interests of consumers. All expenses of administration and the cost incurred in the appointment and employment of additional inspectors will be met from the Fruit Growing Industry Trust Fund.

It is clearly expressed that the amendments will remain in force until the 31st day of December, 1963, and no longer. However, as stated before, this 12 months will provide a valuable trial period and the experience gained will provide factual information for use when deciding whether or not a marketing scheme is necessary, bearing in mind that a serious impact from Britain joining the European Common Market could result in the necessity for such a marketing scheme.

In conclusion, I suggest that the proposal is worthy of a trial and would stress that it will apply to one apple crop only and is aimed at guarding the interests of both growers and consumers by keeping inferior and undersized apples, many of which are rubbish, from being marketed. People who purchase fruit of this type are deluding themselves as they are not getting value for their money.

I recommend this legislation to the House, and I point out that we have a number of marketing Acts covering many items that are produced in Western Australia. I would mention a number of them —eggs, potatoes, onions, wheat, barley, oats; and there are others. Those measures

safeguard the consumer from buying anything that is offered for sale that is not of the grade or quality agreed to by the board concerned.

I would emphasise that the legislation before the House is for a trial period of one year only, and it has been recommended by the Western Australian Fruit Growers' Association with the object of seeing just what can be done to improve the industry and to ensure that the consumers of apples get a quality article.

Debate adjourned, on motion by Mr. Kelly.

FRUIT CASES ACT AMENDMENT BILL

Second Reading

MR. NALDER (Katanning—Minister for Agriculture) [5.45 p.m.]: I move—

That the Bill be now read a second time.

Arising out of the action proposed under the Agricultural Products Act, this Bill seeks to insert a section which will provide for the registration of direct buyers of apples. When the parent Act originally came into operation, all fruit forwarded to the metropolitan area was sold through the metropolitan markets where the provisions of the Act and regulations could be supervised by market inspectors.

Where fruit is sent to factories for processing, or to central packing sheds for packing, an opportunity is presented for the use of other containers provided the premises are registered. During recent years, there has been an increasing trend for apples to be supplied direct from orchards to wholesalers and retailers. The Bill therefore seeks to define a direct buyer and requires his registration as a direct purchaser of fruit. The main purpose of the proposed amendment is to obtain information of the wholesalers and retailers who buy direct in order that the grades of apples prescribed under the Agricultural Products Act can be effectively checked by inspectors. Otherwise, growers selling their apples through normal channels would be placed at a disadvantage in that they would be forced to adhere to grade standards not enforced at places where apples are bought direct.

The Bill defines a direct buyer as a person who, during the period of two years immediately prior to the commencement of the Fruit Cases Act Amendment Act, 1962, purchased direct from a grower or growers an annual average quantity of not less than 100 bushels of apples for the purpose of selling the same, either wholesale or retail; or a person who, after the commencement of that Act, purchases direct from a grower or growers an aggregate quantity of apples of not less than 100 bushels during any period of 12 months commencing on the 1st January for the purpose of selling the same either wholesale or retail

As this action is directly linked to the proposals contained in the Agricultural Products Act Amendment Bill, the amendment contained in this Bill, if passed, will remain in force until the 31st December, 1963, and no longer.

Debate adjourned, on motion by Mr. Kelly.

ORDERS OF THE DAY

Discharge from Notice Paper

The following Orders of the Day were discharged from the notice paper, on motion by Mr. Brand (Premier):—

1. National Trust of Australia (W.A.) Bill.
2. Alsatian Dog Act Repeal Bill.

IRON ORE (TALLERING PEAK) AGREEMENT ACT AMENDMENT BILL

Second Reading

MR. BOVELL (Vasse—Minister for Lands) [5.50 p.m.]: I move—

That the Bill be now read a second time.

The Iron Ore (Tallering Peak) Agreement Act, 1961, ratified an agreement between Western Mining Corporation Ltd. and the Government in regard to the exploitation of the Tallering Peak iron deposit. Under such agreement, the company was obligated thoroughly to explore such deposit; to build, and provide rolling stock for, a railway line from the deposit to Mullewa; and to erect and maintain wharf-loading facilities at Geraldton. It had also to pay 6s. per ton royalty on the first 2,000,000 tons of ore recovered and sold, and on any such further ore produced by open-cut methods.

With the passage of this Bill, the company undertook complete exploration of the deposit at very considerable expense. It found that the Tallering deposit by itself would be uneconomic, and requested that another deposit in the Koolanooka Hills near Morawa should be added to the project, as the two would then warrant the total outlay required and would also permit, within a reasonably early time, of the establishment of a concentrating plant, whereby the lower-grade ore encountered also might be treated and sold.

The Tallering deposit is approximately 30 miles northerly from Mullewa, which is 60 miles from Geraldton. The Koolanooka deposit is approximately 15 miles east of Morawa which is 115 miles from Geraldton.

The Government has thoroughly examined the resubmission and agrees with the company's proposals. Under the new conception the company will be likely to commence its production operations at the Koolanooka deposit and proceed on to the Tallering deposit as depletion of Koolanooka so necessitates.

The object of this Bill is to amend the previous agreement by including necessary conditions and obligations relating to Koolanooka. These amendments principally provide—

(1) For the erection by the company of a railway line from the Koolanooka deposit to Morawa, as well as the line from Tallering to Mullewa. Production is likely to be first undertaken from Koolanooka, and it is provided that in this event it will commence construction of Tallering railway at the expiration of the year in which it hauls less than 500,000 tons of ore from Koolanooka. It binds itself in this regard with a bond of £100,000.

(2) For the provision by the company of necessary locomotives and bogie rolling stock, signalling equipment, and other appurtenances, fencing, etc., in relation to both railways.

(3) For a scale of freight rates which, in the case of the Tallering deposit, are the same as in the original agreement, but which are, of course, higher for Koolanooka, as the haulage distance is longer.

Safeguards are included to ensure that the Railways Department will not suffer loss should transport tonnages be temporarily reduced for any reason other than *force majeure*, and the department's maintenance, etc., have to be continued.

Freight rates are based on a railway formula, and rates will be annually adjusted to such formula.

(4) That the royalty rates provided in the original agreement shall continue. However, an adjustment as to quantities has been made to cope with the changed conditions. It is estimated that as a result of the exploratory work undertaken, approximately 1,000,000 tons of direct shipping ore (i.e. ore assaying 60 per cent. and more iron) will be recovered from Tallering and 1,200,000 tons from Koolanooka, on which 6s. per ton will be payable. Should any additional tonnage be recovered by open-cut mining methods, similar royalty is payable.

The company undertakes to concentrate lower-grade ore as soon as practicable.

(5) That the maximum tonnage which may be exported in any one year will be 1,000,000 tons, of which 800,000 will be direct-shipping ore, and the minimum tonnage 500,000 tons.

(6) For extension of the date until the 31st March, 1963, on which the company has to give notice that it has entered into a contract for the sale of ore. The previous notice date would expire on the 31st December, 1962.

The agreement contains a condition which is included to endeavour to ensure that ore from these deposits will be smelted or similarly treated in our own State.

The company considers that with the two deposits it has an economic proposition and hopes to obtain satisfactory contracts. It hopes that the project can continue for a considerable number of years, particularly if it is able to erect a concentrating plant and thus utilise the lower-grade ore.

It is a company which has done much to develop this State's mineral deposits, and has been for many years one of our largest individual employers of labour mainly in isolated localities. It has also, since being authorised to do so, conducted its exploratory operations on these orebodies to the entire satisfaction of the Government and at a very considerable expenditure by itself.

The value of an industry of this nature to the districts concerned and the port of Geraldton, particulary if it includes a concentrating plant, would be great. I want to emphasise the great importance this agreement will be to the port of Geraldton and the district generally. I have been in the Morawa and Geraldton districts in recent months. The port of Geraldton needs a boost, and I am sure that this proposed move will increase the trade and shipping in Geraldton considerably.

Further, I wish to emphasise the good standing of Western Mining Corporation Ltd. It has an excellent record of mining development in this State and, as I have previously stated, it has contributed in no small way to decentralisation because of its operations in isolated areas of the State.

Mr. Tonkin: If this is *sub judice*, does not this Bill require a complementary railway Bill?

Mr. BOVELL: I do not think so, but I will have the matter examined.

Debate adjourned until a later stage of the sitting, on motion by Mr. Sewell.

(Continued on page 2678.)

IRON ORE (TALLERING PEAK) AGREEMENT ACT AMENDMENT BILL

Message: Appropriation

Message from the Governor received and read recommending appropriation for the purposes of the Bill.

LICENSING ACT AMENDMENT BILL (No. 3)

Second Reading

Debate resumed, from the 8th November, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

MR. BRADY (Swan) [6 p.m.]: Since the adjournment of the debate I have studied the provisions in the Bill. I found that the Minister dealt with the main issues during his introductory speech, but he omitted to touch on a few other matters covered by the Bill. Whilst to the Government and the Minister the latter might appear to be minor ones, some members regard them as of major importance. Some would prefer to see the Act remain as it is.

As a non-drinker, I cannot help but be bewildered by the great strategy adopted by those engaged or interested in the licensing trade to have their legislation passed through Parliament. In recent weeks in this House three Bills dealing with amendments to the Licensing Act have been discussed. There are many other matters of major importance affecting the economy of this State and the welfare of its people which Parliament could have dealt with, other than amendments to the Licensing Act. I refer to such important topics as unemployment, monopolies and combines, and similar matters which require attention, but in connection with which the Government has not introduced legislation. It prefers to introduce legislation to deal with some matters which could be well left alone.

The Licensing Act seems to be the most consistent piece of legislation to be dealt with by this Parliament; because, since 1911 no fewer than 35 amending Bills have been introduced—an average of about one a year. I cannot imagine the housewives being successful in getting the Milk Act or the Bread Act amended at such a consistent rate; but improvements to the Licensing Act, and handouts to those engaged in the liquor trade, have been effected by the strategy of getting amendments passed through this House. That is done irrespective of who suffers as a consequence, or which Government departments have to work overtime in order that the interests of the liquor trade may be looked after.

It might be as well for me to point out what is regarded as intoxicating liquor. Under the Act any liquor with more than two per cent. proof spirit is classified as intoxicating liquor; therefore beer, sherry, wine, and spirits are covered by the Licensing Act. The Act also governs other matters affecting the liquor trade, such as the issue of licenses to hotels, restaurants, and billiard and wine saloons on hotel property.

A number of improvements can be made to the provisions in the Act relating to the functions of the Licensing Court, and those who are responsible for the administration of the Act, so that the provisions are implemented in their entirety. For many years those conducting hotels, public houses, wayside inns, and similar establishments, very often treated the general public as though they were of no consequence. Even Ministers of the Government have been told off and have been denied meals during reasonable hours of the day when travelling through the State. It is timely for amendments to be made to the Licensing Act to compel such licensees to accept their responsibilities under the Act.

I want to refer to a personal incident. At one time I travelled from Wiluna and arrived at either Cue or Meekatharra in the late afternoon. Our party reached the hotel about five minutes after seven o'clock. We requested the publican to provide us with a meal, but were told that the staff were preparing to leave the premises and that we could not be supplied.

We travelled all through the night and arrived at a wayside inn about 11 p.m. There was no light or anything outside the hotel to indicate its location to the public. We knew it was an inn from the description we had been given of the town. We woke the publican and asked her if we could be supplied with a meal. She told us we could not, but she could supply us with as much liquor as we wanted. Whilst some in the party drank, the majority did not and no drinks were wanted. From 11 o'clock that night until 8.30 or 9 a.m. the next morning the whole party of seven were unable to obtain a meal, simply because the publican pleaded the excuse that a meal was requested at an unreasonable hour.

I am pleased to know that this aspect is being covered in the Bill before us. An amendment has been included which requires a publican to give a reasonable excuse for not providing meals to travellers.

Another provision in the Act which has been abused is that which requires a publican to maintain a light in front of his premises. This part of the Act should be amended because abuses have taken place. On many occasions I have travelled in the country and have seen these lights in front of hotels. I can say that the globe is of the lowest candle power, if it is of one candle power. Publicans resent the fact that they have to install a light in front of their premises, and they use a globe of the lowest candle power so as not to attract the attention of travellers at night. In these days when people travel over long distances, particularly women and children, licensees of hotels should do everything in their power to assist the public. Those not observing the conditions of their licenses should lose them.

Publicans have conferred upon them a privilege in the issue of liquor licenses to them. Some conduct very lucrative establishments, and the least they can do is to provide proper accommodation to the travelling public.

The Bill contains a provision dealing with the position of a child who is resident in a hotel. For some years there has been

a doubt as to whether such a child is permitted access to the bar, and the amendment seeks to clarify that point.

While the majority of the clauses in the Bill can be termed as tidying up provisions, or as assisting the administration of the Licensing Court, the staffs of hotels, wine saloons, and wayside inns, there are a number of very contentious provisions contained in it. Many members of Parliament have received letters, telephone calls, telegrams, and visits from interested people who do not desire the Bill to be passed in its present form. One clause in the Bill seeks to prohibit the sale of keg beer by licensed clubs.

For many years these clubs have been permitted to sell keg beer to their members, for consumption outside the clubs. Some clubs have adopted a system whereby the members contribute regularly to the purchase of kegs of beer. There are also instances where these clubs provide keg beer to their members for private parties. These clubs sell keg beer to their members for various purposes.

Some licensed clubs sell as many as seven kegs of beer a week, and they want to retain this right. On the other hand, there are other licensed clubs which do not care whether or not they are permitted to sell kegs of beer to their members. By and large, the majority of licensed clubs which have been selling kegs of beer over a long period want to retain their right to do so.

Some of these clubs have the suspicion that this Bill is the thin end of the wedge, designed to reduce the sale of beer in other forms. If the Australian Hotels' Association, which I believe is the organisation responsible for this amendment in the Bill succeeds on this occasion, the clubs fear that it will succeed in the future in its attempt to prevent licensed clubs from selling bottled beer to their members. The licensed clubs have gained strength in recent years and they want to retain the right to sell keg beer. They do not like to see their rights and privileges taken away.

Whether or not the Australian Hotels' Association likes it, it must face up to the situation that gradually the rights which its members have enjoyed over the years to sell liquor to the general public will be taken over by the licensed clubs. It may happen that in the future licensed clubs will be required to provide accommodation for the public, because the community is inclining to the view that profits made from the sale of liquor should be used for the benefit of the community.

There is a tendency throughout this State, and even throughout Australia, to favour licensed clubs rather than hotels, so that the profits made from the sale of liquor can be ploughed back into the clubs themselves. This tendency opposes the scheme under which the licensee, the Swan Brewery, or some other brewery, reaps the profit at both ends; that is, from the rental of hotels, and from the profit derived from the sale of liquor.

I am mentioning all these things, in speaking to a Bill as important as this one, because Parliaments in the past have established boards or courts to administer the licensing legislation. These authorities have tried to regulate the sale of liquor in this State through limited hotel licenses, publican's general licenses, wayside inn licenses, gallon licenses, Australian wine and beer licenses, wine saloon licenses, brewery licenses, or individual licenses which are issued to vineyards for sales up to two gallons. There was a time in this State when the sale of liquor was greatly abused, as a result of which the Government saw fit to introduce a rather comprehensive Bill to cover liquor licenses. That Bill was passed in about 1911, and subsequently about 35 amending Bills were dealt with by Parliament as a result of the efforts made by those holding vested interests in the sale of liquor and beer.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. BRADY: Before the tea suspension I was dealing with the proposed amendments to the Licensing Act, and I was relating the history of that Act. I do not propose to continue in that strain, but I now wish to deal with some of the clauses in the Bill which the Minister introduced. The Minister dealt in the main with the major clauses. But there are some with which he did not deal, and members may consider them of great importance.

There is a provision in the Bill which gives the Licensing Court the power to delegate certain powers without the approval of the Minister. There is provision for the Minister, in lieu of the Governor, to appoint clerks to the Licensing Court. There is provision for the Minister to approve of special court sittings, in lieu of the Governor. There does not appear to be a great deal of harm with regard to those particular amendments, except that somebody may ask: "Why alter the *status quo* which has prevailed so effectively for over 40 years?"

In at least half a dozen places—it may even be a dozen places—reference is made in the Bill to the word "limited." It appears that at the present time a person with a hotel license, as distinct from a publican's general license, may sell liquor to boarders or lodgers, but such hotels cannot have a public bar. The Bill sets out to make it quite clear that in future these hotel licenses will be known as limited hotel licenses as distinct from publican's general licenses.

Another provision in the Bill says that a resident in a licensing district may seek to have improvements, alterations, or additions made to licensed premises in any

particular district. This can be done individually or it can be done through an inspector of the Licensing Court. This Bill allows the inspector to do that on his own initiative or in his own right rather than to do it on behalf of a resident.

I do not know the reason for that, but there may be a number of licensed premises throughout the State which should be considerably improved, and no local resident may want to take the initiative; and if an owner did not take the initiative it would not get done. It now seems that the inspectors of the Licensing Court will have powers to initiate moves to bring about improvements. This may be considered very desirable from the point of view of the public.

There is a provision where alterations and additions are referred to in lieu of the erection of new buildings. I do not know whether it was felt in the past that the erection of new premises was absolutely necessary. However, it seems to me the amended clause could mean that alterations or additions to existing buildings will serve the requirements of the Act.

In the past, when persons were against a license being granted they could take up a petition and could present that petition to the Licensing Court. It now appears that petitions will not be necessary; that persons can object to the granting of a license either in person or through a solicitor or an agent.

Another provision enables a person authorised by the Western Australian Tourist Authority to suggest whether or not a certain area should be granted a license. This provision is in addition to those mentioned by the Minister the other evening.

In the past some hotels have taken protection under a section in the Act whereby they did not have to provide meals if they were able to supply reasonable cause. There is a clause in the Bill which says that such hotels must prove reasonable cause.

There is an interesting reference to the effect that railway omnibuses operated by the Western Australian Government Railways will be in the same category as trains. I might suggest to the Minister that whilst reference is made to omnibuses operated by the Western Australian Government Railways, there is no reference to the Midland Railway Company That may have been an oversight. We all know that the Midland Railway Company operates a regular service twice a day at times, and the company has operated that service for many years. It operates between Perth and Geraldton and the company's buses make either three or four stops at licensed premises. It may have been an oversight that no reference is made to that private company.

There is a provision that licensees of railway refreshment rooms will be obliged to open their licensed premises one hour before the arrival and one hour after the departure of a train or omnibus. Previously it was half an hour before arrival and half an hour after departure.

There is another provision for clubs to close on Good Friday, Christmas Day, and Anzac Day. Some of the older provisions in the Act are abolished, particularly the one providing that young people can be used as barmaids and barmen if they are 18 years of age and if they were on the premises on the 24th August, 1922. That provision is now redundant and it has been eliminated in this Bill.

There is also reference to inquests. It does not refer to people who are dead drunk, but to those people who are dead physically. In the past sometimes the only substantial building in an outlying area was a licensed premises. That is still the position today in parts of this State. I remember travelling on one occasion with the Commissioner of Police and the Commissioner of Native Welfare from Wiluna to Leonora and Gwalia. The only substantial building we met on the way was a wayside inn. One could understand that if an inquest were to be held in that area the only suitable place for it to be held would have been that particular wayside inn.

However, with modern transport, that provision in the legislation is not necessary, and other arrangements can be made. There cannot be any strong objection to that provision being eliminated. Its retention might even drive customers from licensed premises if they thought there was something there with which they did not want to be associated.

The Bill now provides that all clubs in the metropolitan area or the metropolitan licensing district—which will embrace the whole of the 22 metropolitan districts represented by this House—must have a minimum of 100 members. It would appear that in the past certain clubs in the metropolitan and other licensing districts may have had 50 members and a number of associate members.

The minimum club subscription is now to be two guineas. This may be a very contentious provision and the Minister may have some difficulty in getting it through. Club members more or less take the view that they are a co-operative organisation and they may feel that their rights with regard to membership should not be interfered with. Clubs may feel they have the right to conduct themselves in their own way without having to set membership fees beyond one guinea or 30s.; that they should not be forced into the position of having to increase the fees to two guineas.

I have heard of clubs which cater for pensioners and people in the lower income brackets. This provision could be a hardship for such people. It could also be a hardship for associate members. The payment of a fee of two guineas could prove to be a hardship for certain people who may, for business reasons, have to belong to a number of clubs. I know that I myself, although I am not one of those who take alcohol, have to belong to at least three clubs in my district. The minimum fee for one of those clubs is five guineas. If I am forced into the position of having to belong to a number of clubs and they all put up their fees to two guineas or three guineas, then instead of being content with the rise in pay which members are hoping to get next year, we would have to hope for another rise next year; and I do not think the Treasurer would appreciate that.

Clubs have the right to increase their membership to a greater extent than at present, and there are sometimes five or six clubs to which a member could belong and desires to belong in order to continue his association with others who attend those clubs. It could be a very costly affair. As most people know, many members are confronted with a great deal of expense in addition to club expenses, and they do not desire to see these fees increased.

There are many other clauses in the Bill with which one could deal, but I do not intend to discuss them in detail. I did say at the outset that most members have received a good deal of correspondence, a number of telephone calls, and personal representations in regard to this legislation. In this connection I shall read only a few small paragraphs from some of the communications I have had; but what I do have to say will indicate to members that I have not been exaggerating in what I have had to say about the Bill so far.

There is one particular club, which is probably one of the most progressive in the metropolitan area, and which has sent me its balance sheet. Upon reading this balance sheet the fact struck me that although we are supposed to be passing through prosperous times in this State, this particular club's general income over and above expenditure was £1,806 last year as compared with £1,562 for this year. Last year subscriptions amounted to £2,078 and this year the figure was £1,951. In other words, total receipts this year were £3,513.

On the outgoing side, last year the club's losses from the library account amounted to £835 and this year the figure was £709. Last year the social account was £1,771, and this year it was £2,368. The net income for this club is only £436 this year as compared with £1,278 last year; in other words, the club, which is a fairly progressive one, has gone back by £800 in 12 months.

In my view that emphasises the fact that whilst clubs generally may have been doing reasonably well, as a consequence of the recent increases in license fees many of them could find themselves in a difficult financial position. In fact, I understand that several Perth clubs are already in that position, and these extra licensing fees which have to be paid to the Licensing Court have not yet been levied.

I thought I would quote extracts from the balance sheet of that club to show that whilst it is one of the most progressive, and probably one of the most patronised in the metropolitan area, its income dropped by £800 over the last 12 months; and if any further difficulties are placed in the way of clubs it could embarrass their members.

The next organisation I want to mention is the Amalgamated Engineering Union (Midland Junction Branch). I had a letter from this body asking me, as the member for Swan, in whose electorate the branch is located, to do everything possible to stop the price of beer from being increased. The letter states that the increase in license fees will bring about an increase in the price of beer, and the members of that organisation feel I should do everything I can to prevent the price from being increased still further. One thing I can do is to ensure that licensed clubs do not have further difficulties placed in their way so that they can sell liquor to members at a reasonable price.

I also had a letter from the Gallon Licensees' Association. It was a three or four-page letter setting out the difficulties facing members of this particular organisation. In the letter the association states that it is interested in having the legislation amended along these lines—

(a) The elimination of a requirement for gallon licensees to have to record the name of each person to whom liquor is sold, together with the quantity so sold.

(b) A reduction in respect of wines and spirits of the minimum quantity of one gallon which gallon licensees may now sell.

(c) An amendment confining sales by spirit merchants to licensed retailers only.

Dealing with item (b) of the recommendations, I have felt for some time that gallon licensees should have the right to sell less than one gallon of liquor, because many of their patrons are housewives and people who want liquor for medicinal purposes. Such people do not want to buy a gallon of liquor; they may want a bottle of brandy or a bottle of whisky because it has been prescribed for them by their medical practitioner, or somebody who

knows something about it has suggested that it would be good for them or members of their families.

I have some sympathy for that point of view because, even though I am a teetotaller, I believe all homes should have a bottle of brandy in them for emergency purposes. If I want to buy brandy or whisky I should not be forced to order a gallon of liquor from a gallon licensee when I want only one bottle. Therefore I believe there is something to be said for the argument put forward by the Gallon Licensees' Association.

On the question of confining sales by spirit merchants to licensed retailers only, the implication seems to be that some wholesale merchants are selling liquor in quantities to people who are not retailers. I think there is a provision in the Licensing Act which gives wholesale merchants the right to sell liquor in quantities in excess of two gallons. There may be two ways of looking at this question. It may be that if wholesale merchants are permitted to sell liquor in quantities in excess of two gallons the Licensing Court is not receiving the requisite fees; or, on the other hand, it is interfering with the trade of hotels and gallon licensees.

To some extent one could have sympathy for the people concerned; but it seems to me that the Government, in introducing this measure, has not seen fit to cover that particular aspect.

The final letter to which I wish to refer was one I received from the Australian Hotels' Association. No doubt other members received a similar letter. The one sent to me was of three pages, and it set out the difficulties that are confronting members of this association. The writer of the letter indicates what he would like members of Parliament to do for the association. As electors of Western Australia, members of that association are entitled to contact members of Parliament; and, as the member for Swan, I must have regard for their views. Whilst I must look after the consumers and the gallon licensees I must also take cognisance of the views and the interests of members of the Australian Hotels' Association. The only paragraph of the letter I wish to quote reads as follows:—

> Our industry is not a monopolistic one and is a business venture with considerable capital investment. We desire to trade in accordance with a license issued under the Licensing Act but in fair and reasonable competition.

I could quote many other paragraphs, but I think that one sums up the argument of the Australian Hotels' Association in what could be termed a thumbnail sketch.

While referring to that particular paragraph I draw members' attention to a provision in the Bill which relates to premises now licensed to sell Australian wines and beer. Under the provision in the Bill such premises will, if the Bill is agreed to in its present form, be permitted to sell Australian spirits also. That is one aspect of the position to which members could give attention, and it may be argued that at the time these licenses were originally granted Australian spirits were not produced.

Whilst that may be an argument in favour of Australian wine and beer licensees now being permitted to sell Australian spirits, there is also the other angle that the holders of a publican's general license must provide a decent standard of accommodation to cater for the travelling public, tourists, and permanent boarders and lodgers. Before agreeing to the provision in the Bill which willy-nilly will give the holders of Australian wine and beer licenses the right to sell spirits in competition with other licensees, members might like to consider whether or not this is desirable, and that these licensees should now be given that additional right.

As far as I am concerned I do not think it would do a great deal of harm. However, I am not fully conversant with these matters as I do not frequent licensed premises, whether they be wine saloons, public houses, or hotels. But there may be members who have to use the accommodation provided by hotels and who may feel that to extend to Australian wine and beer licensees the right to sell Australian spirits will bring about unfair competition.

There is nothing further I want to say in regard to the measure. I have tried to deal with the Bill as I see it, and I have not dealt with all the minor provisions, such as the one which provides that clubs shall close on Christmas Day. I believe that at the moment clubs have a right to open on that day. The only point there is that in my view they should be brought into line with the hotels. At one time when I was a Minister I was staying at a hotel on the goldfields and the publican was very keen that hotels should be given the right to open on Christmas Day, or at least be able to sell liquor on Christmas Day in the same way as the clubs were doing. But, as I said, my view is that if hotels are forced to close on Christmas Day clubs should have to do the same thing, and I have no objection to that provision.

The Bill clears up a lot of anomalies and cuts out a lot of dead wood and, to some extent, lessens the paper work of the Licensing Court and will make the work of that body less onerous than it is at present. Under the measure the Licensing Court will have the right to delegate certain of its powers, and that will assist its work. There is also a provision under which hotels north of the 26th parallel will be issued with their certificates in November and December, and those south of the 26th parallel in May and June.

All of those provisions will overcome many of the difficulties that are now being experienced by the Licensing Court and the licensees of hotels. I support the Bill, but I reserve the right to join with other members during the Committee stage in voting against certain provisions.

MR. GUTHRIE (Subiaco) [7.59 p.m.]: Like the previous speaker I support the Bill. As he finished on the subject of the Australian wine and beer licenses, and whilst it is still fresh in members' minds, I shall make some comments on what he had to say.

If I remember the Act correctly there is only one Australian wine and beer license left in Western Australia, and that is the Alhambra Bars which are situated at the corner of Hay and Barrack Streets, I think I am correct in saying that the Act has been amended to provide that no more such licenses shall be issued. So we have one license, and one license only, in a particular place.

It is also somewhat noteworthy that the provision regarding the keeping of lodgers' registers and the keeping of a light in front of the premises applies to the Australian wine and beer license. Why, I do not know. I have a recollection of there being a couple of bedrooms attached to the Alhambra Bars some 30 years ago, but I doubt whether they would exist today; and I do not think anybody would expect to obtain accommodation at the Alhambra Bars.

I suggest to the Minister that the next time the Act is being amended we should straighten out the section dealing with this license, because I do not think anyone would expect to get accommodation at an Australian wine and beer licensed premises. Furthermore, the provision dealing with inquests also applied in that respect. That is only by the way, and I shall deal with it later.

I am one of those who believe that the time is rapidly approaching when we should stop patching the Licensing Act. I feel we should sweep it out of existence, and bring in a much more modern and sane approach to licensing. If there was ever a case of laws which applied in the days of the coach and buggy, and the horse and trap, it is our Licensing Act. Even the language, when one reads it, is archaic in its conception.

When one goes overseas and experiences the licensing laws there, one realises how far behind the world we are. I am one who believes that the high alcoholic consumption by Australians is brought about by the very method which we employ in compelling people to consume alcohol; by compelling them to go into bars, which are sort of hidden mysteries, where men stand for long hours just drinking. Even with our modern conception of beer gardens—which are at the moment developing in the community—the sole purpose appears to be the consumption of alcohol itself, rather than entertainment. Instead of stressing the consumption of alcohol so much we should try to make it more an adjunct to a pleasant social evening, as is the case overseas.

No doubt many members have had the privilege of visiting Singapore—just to take a city close to our shores as an example. I would ask those who have done so to picture the conditions which obtain at the Raffles Hotel in Singapore, and compare them with those in our leading hotels in Perth. It is true that in the Raffles Hotel there is one bar which is at the end of a lounge which would be twice as big as our parliamentary dining room. It is a lounge that is just covered with a roof and completely surrounded by gardens. One never sees anybody consuming liquor at that bar. It is used as a bar for the steward, though there is no prohibition against a patron repairing to the bar if he wishes to do so. There is no public and saloon bar in the sense that we know it here; and drinking in that hotel in Singapore continues till a much later hour than is the case in Perth. As a result there is far less alcoholism.

The same applies to the Middle East where a drink is generally supplied with meals; and here again there is very little alcoholism. I think we should sweep away our licensing laws as we know them and permit liquor to be sold as an adjunct to a meal. It might be of interest to inform members that I have bought liquor in Beirut and Syria at the greengrocer's. It is quite common to be able to buy a bottle of champagne at the greengrocer's. All these factors have the effect of reducing the consumption of alcohol; and we should follow this principle instead of continuing with our system of restricted hours and conditions; and instead of making the consumption of alcohol a mystery in itself which, of course, it should not be.

It would appear that before our young people can become men they must be encouraged to do three things. One of them is to smoke a cigarette, the second is to have a drink, and the third is to steal a motorcar.

Mr. Rowberry: Is there nothing else?

Mr. GUTHRIE: With due respect to the member for Warren I would not regard the fourth as a crime! It is these restrictions which produce artificial drinking conditions. I regret to say I fear that even in some of our clubs we are building up a type of club the main purpose of which appears to be to encourage members to attend for the basic purpose of sitting down and seeing how much they can drink. I think the time has come when we should have a much more modern and refreshing approach to the problem than we have at the moment.

Unlike the previous speaker, I am not a teetotaller. I make no boast one way or another. But I do deplore the conditions under which I have seen alcohol served in this country. I have vivid recollections of some years ago visiting one of these hotels which have a Sunday session. I do not propose to mention the name, because I do not think that would be fair. That hotel, however, is close to the metropolitan area, and it is permitted to sell liquor at what is known as "the session" on Sunday. I went to the hotel for the sole purpose of visiting a farmer and his wife who were living there; and they had invited my wife and myself to dinner—that is, the midday meal, on Sunday.

We sat in the garden outside the hotel, and I asked my host whether he would like a drink before lunch. He said he would, as did his wife. I accordingly set off with an order to buy two glasses of beer, one glass of sherry, and one soft drink. On the way I met a steward carrying a very large tray filled with schooners. I gave him my order and he said, "In this place you take schooners or else." With that I put a certain amount of money on the tray and I took four schooners. The money I placed on the tray was in excess of the price of the schooners. The waiter then said to me, "As you can see, I have two hands on the tray, and I cannot give you any change."

That sort of arrogant treatment of the public must go. That again is produced by compelling people to drink in restricted hours under restricted conditions. One hour in which to get drunk seemed to be the purpose of the people visiting that hotel, instead of its being a place where people could repair for dinner and where they might obtain alcoholic refreshment as an adjunct to their entertainment.

For that reason I say in all sincerity that the sooner we have a closer look at the future of our licensing laws, the better it will be for all of us so far as tourism and the rest is concerned. That is all I have to say on the general aspect of licensing.

There are, however, one or two clauses in the Bill that I do not understand. I have spoken to the Minister about them, but I will mention them now for the benefit of the House generally. I would particularly refer to clause 51 of the Bill which sets out a whole series of types of members who might be elected to a club. There are ordinary members, provisional members, associate members, country members, honorary members, extraordinary honorary members, or junior members if the club is primarily devoted to some athletic purpose—and such class of members as the Licensing Court approves.

Had it been left to the last provision only that would have covered the whole lot. The rest would have been redundant. All that is needed is "such class of members as the Licensing Court approves". However, the draftsman has seen fit to include all the others. Then on the other page we have a definition of some of these members; and the provision starts with the words "in this section". It goes on firstly to define an associate member, and then a country member; and it lays down that in the metropolitan area he must be a person who ordinarily resides not less than 25 miles distant from the premises; and in the case of a country club not less than 15 miles distant from the premises.

I took the trouble this morning to send over to the secretary of a club of which I am a member to check the rules. As I suspected, the rules provide that a country member is a person who resides more than 40 miles from the club premises. Consequently, if we pass this amendment we are purporting to change the club's rules against its wishes. In consequence I propose to move in Committee that this definition be amended to provide that a country member will be a member who resides at such distance from the club premises as the rules provide, with a minimum.

The rules should not provide a distance of less than 25 miles. Similarly, in the case of a country club, it shall be such distance as the rules provide, but not less than 15 miles. I do not see why Parliament should tell any club to fix this shorter distance, and why the club should have to change its rules. The reason why this club mentions 40 miles is that it regards anyone living within 40 miles as being within the metropolitan area.

Further we have the definition of honourary member, which includes an honorary life member. That in itself I would not cavil at if it were not for the last definition which says that " 'temporary member' has the same meaning as the term 'honorary member' ". However, we have not been told what "honorary member" means. So unless the Minister, in his reply, can explain something that I have missed in the Bill or the principal Act in relation to "honorary member," I propose to move an amendment in that direction.

Another definition to which I take some objection is that of "ordinary member." We must bear in mind that we have already had—in the list of the members on page 19—mention made of country members. "Ordinary member" is defined as meaning a member not being an honorary or temporary member who is entitled to exercise without restriction the full privileges of the club. I venture to say that if one examines the rules of any club one will find that country members are entitled to the same privileges as town members—which is the usual phrase used for such members; and the only distinction drawn in most club rules between a town and a country member is the difference in the

subscription they pay; for the sole reason that the town member is in town every day, and can accordingly make use of the facilities of the club every day; whereas the country member may come to town only once a month.

The club to which I refer also has pastoral members, who live outside the South-west Land Division, and who pay a different subscription. They enjoy all the facilities of the club, and have full voting rights. So again some amendment to this definition is needed, because we have drawn a distinction in the case of a country member and an ordinary member; and yet we would bring a country member within the definition of an ordinary member. So what I propose is that, instead of having the words "(not being an ordinary and temporary member)", we should have the words "not being a member as otherwise defined in the rules;" or words to that effect. With that it would seem to me that the particular clause would have much more sense and much more strength.

I have no further comments to offer on the Bill other than to say that members, no doubt, will put up their propositions as the debate continues regarding provisions they want to alter; and all I can say is I will listen to their reasons and make my decision after I have heard those reasons.

To finish in a lighter vein, I think it might be of interest to members to know of just one section that has been taken out of the Act, as it is fine evidence of the point on which I started—the archaic words of this Act. I refer to section 171, which is to be deleted, and which reads as follows:—

> Every holder of a publican's general license, Australian wine and beer license, or a wayside-house license shall at the request of any police officer, receive into the licensed premises any dead body that may be brought to such house for the purpose of an inquest being held thereon; and for every dead body so received the licensee shall be paid the sum of one pound: And no licensee shall refuse to receive such dead body for the purpose aforesaid.

Mr. Hawke: That means "dead drunk."

Mr. GUTHRIE: When one realises those words are being taken out, it gives an idea of just how old the verbiage in this Act is. I am sure the licensee of the Alhambra Bars in Perth would be surprised if he knew a policeman could turn up with a corpse, give him £1, and tell him he had to keep it for the night.

MR. COURT (Nedlands—Minister for Industrial Development) [8.17 p.m.]: I thank members for their comments and support of the measure. The Bill is, as previously explained, largely for correcting some of the administrative difficulties of the legislation, and I do not think it contains any great issues.

The member for Swan, speaking on behalf of the Opposition, referred to the fact that licensing is often before this House. Of course, that is understandable because it is a type of legislation that has to be kept continually under review and it deals with what is becoming an important social question. It is only natural that the Government of the day will, from time to time, have to bring forward Bills to correct some of the anomalies as they arise, and also deal with the changing scene.

The honourable member was in some way critical of the administration of the Act. I, myself, feel the administration of the Act is continually improving. I think the work of the Licensing Court is being strengthened all the time. The action taken by the Government when the last major alterations were made to the Act was designed to strengthen the position of the Licensing Court; and I think that, with the greater experience gained by the court, there has been an improvement in connection with the facilities for and methods of drinking in Western Australia.

Of course, a lot of this is caused by competition. The hotels for many years were the main source through which the average person purchased liquor, but today there is competition in increasing degree from clubs, some motels that have been licensed, and so on. The honourable member referred to some points of detail which I will draw to the attention of the Minister for Justice. He touched on the question of kegs. This matter, no doubt, will be dealt with in more detail when we reach the Committee stage, but I would ask members just how far we are prepared to go on this question.

Some of the self-same people and members of Parliament who are complaining about the standard of hotels and wanting it improved are at the same time attempting to make it more difficult for those hotels to flourish; and if a hotel is not a profitable business, and has no prospect of being so, it follows as surely as night follows day that the service and accommodation given will deteriorate.

So far as local people in many towns are concerned, the club meets many of their wishes. Some people could survive without the hotel at all. However, we have to realise that if a town wants to be worthy of the name, it will have a large number of transient people passing through, and these people are normally accommodated at the hotel. It is therefore in the interests of any town to have a well-conducted hotel where the standard of accommodation and service is good in order to deal with these transient people.

The position could be reached where the hotel, because of the development of the club, could become a completely uneconomic business and it would eventually close; and that particular town would have no

facilities of the normal type for transient people. I should imagine, of course, such a place would be a fairly small one and the people might not want or expect many travellers or visitors through that town either on business or for holidays.

Mr. H. May: The hotels would rather be without them.

Mr. COURT: Whether they would or not is beside the point. The fact is that hotels are needed in these towns in order to cater for people who are travelling or who are there as visitors as distinct from the normal residents in that town.

Mr. H. May: The hotels do not encourage them.

Mr. COURT: The honourable member talks as though he does not care whether the hotels survive or not; but a town without a decent hotel to cater for transient people would be at a great disadvantage. So we have to be realistic in this matter and not press the position so far that these places become uneconomic and the situation is reached where it is impracticable for the Licensing Court or anybody else to enforce a standard of accommodation, the like of which we want to see throughout this country.

Reference was made by the honourable member to the case put forward by the gallon licensees. The Government decided it would not bring down any amendments in respect of the gallon license law as it felt that this particular type of business was created for a purpose, and there is no need to interfere with that law at the present time. This matter was kept under review, but it was not considered by the Government to warrant any amendment at this stage.

Mr. H. May: It is creating hardships just the same.

Mr. COURT: The honourable member says it is creating hardships. I fail to see it. These licenses are not a new innovation. They have existed in this State for many years; and were created for a particular purpose. They were created at a time when the standard of living was much lower than it is today, and there was a very definite function for the gallon license at the time it was conceived and during the many years it has functioned. As a Government, we cannot see where the circumstances have changed to such an extent that we should alter this law.

There would be a number of difficulties if it were altered, and I should imagine many members on the other side of the House would have second thoughts before they agreed to an amendment of the gallon license provisions.

Mr. Cornell: The argument you adduce about the clubs and kegs applies with equal force to the gallon license.

Mr. COURT: I agree.

Mr. Cornell: Why haven't you incorporated it into the Bill?

Mr. COURT: The member for Swan wanted it each way. He was wanting these kegs to be sold on an unlimited basis, more or less, and at the same time wanted the gallon license altered so people could get single bottles. To my mind, that is grossly inconsistent.

The honourable member referred to the question of subscriptions; and this, no doubt, will be dealt with in great detail in the Committee stage. However, it must be realised that the figure in the legislation at the present time was put there a long time ago; and apparently the Legislature of the day did not consider it was intruding too far into the affairs of clubs when it laid down a subscription of £1. If thought is given to the value of money when that £1 was placed into the parent Act and it is compared with the value of £1 today, one will realise that the Government in fixing a minimum of two guineas has been very moderate.

Mr. D. G. May: Can the Minister say why it was necessary for the £1 to be altered seeing there has been such a great lapse of time?

Mr. COURT: Many of the clubs support this provision.

Mr. D. G. May: The clubs have the capacity to alter it.

Mr. COURT: What is more, we have to view the whole concept of a club. A two guineas subscription is little enough. If it is not made or fixed at this figure some of these things can become a subterfuge.

Mr. D. G. May: They can do that now.

Mr. COURT: We feel there should be a minimum subscription. The member for Swan, as one of his arguments, said that a person might like to belong to a multiplicity of clubs as that person might have friends in many, and with a minimum of two guineas it would be fairly costly for that person. I suggest that if a person wanted to belong to two, three, four, or five clubs, he would be one who could afford two guineas a year or more, or whatever his subscription was, to belong to all of those clubs. I cannot imagine a person wanting to belong to a multiplicity of clubs objecting to a membership fee fixed at two guineas.

Mr. Bickerton: Can't you leave it to the committees of the various clubs? I do not see why if a club wants to run without a subscription at all it should not do so.

Mr. COURT: The honourable member must have some regard for the basic concept of a club. When the Legislature first conceived providing for a subscription in the Act it set the figure at £1. If one casts his mind back that far one will realise that £1 then was quite a bit of money;

and if that pound were converted into today's currency it would be much more than two guineas. We regard two guineas as being a happy compromise in the situation.

The member for Swan referred to the question of wholesalers dealing direct with the public in quantities in excess of two gallons and suggested there might be an evasion of the tax. I can assure the honourable member that this matter is receiving close scrutiny by the Treasury, and if it is known that any evasion of tax is occurring administrative action will be taken; and if that is not effective, legislative action will be taken during the next session.

One point I should refer to is the matter of the proclamation of this Act. I believe there is some concern in the minds of some members of the Chamber that the Act might be proclaimed and this clause dealing with kegs might be effective before Christmas. It is the intention of the Minister for Justice who administers this Act to proclaim it after the Christmas and New Year festivities. I understand some clubs have placed their orders in anticipation of certain business, and in fairness to all concerned and to allow for the necessary adjustment period, it is not intended to proclaim the Act until after the Christmas and New Year festivities have taken place.

The member for Subiaco dealt with a query raised by the member for Swan regarding Australian spirits being added to the Australian wine and beer license. As stated by the member for Subiaco, the simple fact is that there is only one of these licenses and this Bill has been so drafted that no more can be issued. Therefore, it is of no great moment as far as the over-all trade is concerned.

I should imagine that when the original legislation was introduced there were no Australian spirits as we know them today, and the Act should be brought up to date to provide for the current situation. I repeat it will have no great effect on the trade because there is only one of these licenses—a license which is unique—in this city, and no more will be issued. The member for Subiaco dealt with the need for legislative reform in regard to our liquor laws. This matter has been the subject of discussion for very many years; and I think all Governments have been inclined to adopt the policy of making haste slowly.

When we alter these liquor laws we can never be quite sure of the end result; and I think the policy that has been followed in this State of making haste slowly and moving with due caution and seeing the effect of the amendments has been a wise one. We in Western Australia enjoy liquor laws which, as far as I can gather, are the most liberal in Australia. To me, they seem to meet the situation—meet the needs of practically all—and I do not think there is any necessity for us to move at great haste to bring in sweeping changes. It is important that any Government should keep the laws under consideration because of the importance of the social question. However, I cannot see the need for any sweeping amendments at this time and it is much better if we make haste slowly and ascertain the end result of each step we take.

The member for Subiaco referred to some amendments he would like to make in respect of honorary, country, and ordinary members. They appear quite sound and would remove any doubt regarding the definitions. If he moves those amendments in accordance with what he propounded when speaking on the second reading, I would personally have no objection to them.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Court (Minister for Industrial Development) in charge of the Bill.

Clauses 1 to 10 put and passed.

Clause 11: Section 33 amended—

Mr. OLDFIELD: When considering this clause, I could not help thinking of the travelling public at holiday time. Under the Act at present, any person travelling by rail is entitled at the appropriate times under the existing law, whatever the day—including Sunday, Christmas Day, and Good Friday—to obtain refreshments at the refreshment rooms at the various stations.

Mr. Court: With which clause are you dealing?

Mr. OLDFIELD: I am sorry. I am on the wrong clause.

Clause put and passed.

Clause 12: Section 36 repealed and re-enacted—

Mr. OLDFIELD: I have already stated the position under the existing legislation. However, the position is changed under this Bill. I feel that any person travelling at any time is entitled to refreshment. The ordinary householder is able to make provision for his requirements for Sunday, Christmas Day, and Good Friday, by purchasing his liquor and keeping it in his refrigerator. Naturally the travelling public is unable to do that. Would the Minister give his view on this clause? I believe that under it we are taking away from the public something which they really require.

Mr. COURT: If the honourable member studied the proposed new section 36 in conjunction with the old section 36, he would find that the situation is amply covered. The wording of the new section

36 is a great improvement. Proposed new subsection (1) (b) covers the situation. It deals with the genuine traveller—

Mr. Oldfield: That is so.

Mr. COURT: —as distinct from the local resident who goes to the station to say farewell to his friends. Paragraph (a) of the proposed new subsection ties the railway station to the local trading hours by making special provision for the goldfields districts. As I have said, paragraph (b) deals with the *bona fide* traveller.

Mr. Oldfield: But he cannot obtain those refreshments on Sunday, Christmas Day, or Good Friday.

Mr. COURT: I think that is fair enough.

Mr. Oldfield: Christmas Day is generally pretty hot.

Mr. COURT: I do not think that this is a bad provision. It clarifies not only the entitlement of the travelling public but also the commitment of the licensee to provide.

Clause put and passed.

Clauses 13 to 15 put and passed.

Clause 16: Section 47 amended—

Mr. JAMIESON: I do not believe the court should be required to license billiard saloons. I do not know why it has been included in this measure, but probably it dates back to the turn of the century when it was introduced. At that time billiard tables were part of hotel premises; but now, of course, there are billiard saloons. However, the number of these is rapidly decreasing. I would like to hear the Minister's views on this matter. The court has quite enough to do to police the licensing of liquor houses without having to bother about the licensing of billiard saloons.

Mr. COURT: I am afraid the honourable member is on a subject on which I am not very well informed. However, I see the merit of the point he has raised and will take it up with the Minister concerned.

Clause put and passed.

Clauses 17 to 50 put and passed.

Clause 51: Section 184 amended—

Mr. ROWBERRY: When replying to the second reading debate. the Minister stated, in connection with clubs, that when the minimum subscription fee of one guinea was established, conditions were very much lower and people were very much poorer than they are now.

I want to put up a plea for the eight clubs in my electorate. They are situated in timber towns and it cannot be said that the timber industry at present is in a better condition than it was when these clubs were inaugurated. As a matter of fact, I was the chairman of the committee which was responsible for the establishment of many of the clubs and I had great difficulty in getting 50 members to subscribe one guinea each. Amongst the members are age pensioners and some who do not drink liquor at all but who join the clubs for recreational purposes and because they have well-stocked libraries. It is on their behalf that I want the Minister to reconsider the imposition of an increase of 100 per cent. in membership fees.

Mr. O'Connor: How many of your clubs have a fee of one guinea?

Mr. ROWBERRY: One hundred per cent. of them; because that is just about all that a timber worker can afford. This provision could have the effect of lessening club membership; and of making those people who cannot afford to pay a club membership fee of two guineas take their custom to the local hotel.

I cannot see why the club fees should be raised, because all the money that is earned in a club has to be put into the club and spent on the club members. To make the members pay an extra one guinea to a club which is already financial is, to my way of thinking, plainly unnecessary.

Mr. Lewis: Do they get their liquor cheaper at a club?

Mr. ROWBERRY: Yes; they do. Even so, the clubs are showing a substantial profit. I admit the clubs are in a very advantageous position compared with the hotels, which have to provide accommodation. That, of course, is the biggest charge on their income; and for that reason I view favourably any provision in the Bill which will make conditions easier for the hotels. But let us not forget that some of the hotels in the country are themselves responsible for the position in which they find themselves today, because they are in the same condition that they were in 50 years ago. That is because the Licensing Act allows a hotel proprietor to own more than one hotel; and the lessee of a hotel generally wants to make a profit and to put nothing back into the hotel. I impress upon my club members that clubs are not merely extra beer houses in which beer is to be swilled to the exclusion of everything else.

The Minister should have another look at this provision because of the peculiar and disadvantageous conditions that operate in the timber industry at present; and the members of the eight clubs I have mentioned are composed almost entirely of timber workers who cannot at the moment be said to be in a very good financial position.

Mr. FLETCHER: I refer the Minister to subclause (7). Since there are many junior members of yacht clubs, I would like the Minister's assurance that there will be no doubt that the sport of yachting will come within the category of athletics.

The matter raised by the member for Warren also causes me concern on behalf of people who cannot pay a membership

fee of two guineas. The Minister says that the value of money has changed and that there are very few people who cannot afford to pay two guineas. That may apply in his suburb, but it does not in mine. A big percentage of those in my electorate cannot afford two guineas.

A club could have a membership composed predominantly of pensioners. Membership of clubs should not be closed to that section of society, because people in advanced years need to get together and join with others of a comparable age in activities that can be found in a club. I ask the Minister, who is preoccupied at the moment, to give consideration to that matter. Many people who wish to join bowling clubs cannot afford two guineas, so I ask the Minister to reconsider this question.

Mr. O'Connor: Are bowling club fees below two guineas?

Mr. FLETCHER: No; but I do not want this provision to be mandatory. I heard last night that a big club which has a membership fee of one guinea recently tried to increase the fee by 10s., and there was an uproar from the members. This club is not in the Fremantle area, but in the Perth district. The provision in the Bill will be a deterrent to people joining clubs, and they will spend the extra £1 in a hotel rather than in a club.

I am sorry for the licensees of hotels who are experiencing economic difficulties because of the existence of clubs; but I do suggest that the owners of hotels, whether they be the brewery or anyone else, should charge a reasonable rental to the licensees in order that they may provide a better service to the community in opposition to or in association with the clubs, so that we will not have the situation which exists at present where the licensees are struggling to make the hotels pay and, as a consequence, cannot give service to the community.

The extra membership fee will be a deterrent to people joining clubs, and it will drive them to the hotels where, frequently, they get inferior service. I move an amendment—

> Page 20, line 23—Delete the words "two guineas" and substitute the words "one pound."

Mr. COURT: When replying to the second reading debate I indicated that the Government had given careful consideration to the question of what the subscription should be. At the inception of these clubs Parliament inserted a figure which it apparently considered to be reasonable. With the onward march of time we would have to push that figure up a tremendous amount to achieve the same money value today; but the Government has not attempted to do that but has accepted the figure of two guineas. Surely if anyone wants to belong to a club, a subscription of two guineas is little enough, particularly as the Bill provides it can be paid quarterly, half-yearly, or annually. I cannot see the argument about great hardship. Who is going to belong to these clubs in the main?

Surely it is little enough to expect club members to pay a minimum fee of two guineas. This matter has been carefully considered, and I understand it has the support of the association of clubs, because it has been discussed with the association since it was queried in another place. Some individual members of clubs might object, but not the executives, because they would realise, in the main, the merit of the case put forward for increasing the fee to two guineas.

The argument might be raised: Why is the Government interfering in this at all? It is right and proper that the Government, and Parliament in particular, should take an interest in this matter because we have to lay down as a guide for the Licensing Court in its administration of the Act, the basic law and rules under which these organisations will be licensed. After careful consideration, the Government is of the opinion that two guineas is fair enough, and I oppose the amendment.

Mr. MOIR: I am very disappointed that the Minister has not agreed to alter his views on this matter. I think this is an unwarranted intrusion into the domestic affairs of clubs.

Mr. Hawke: That is the point.

Mr. MOIR: There is a very big principle involved here. If Parliament is going to interfere with associations and organisations, and dictate what they are to charge as fees, I think we have come to a pretty sorry pass!

I know that not many clubs will be affected by this, but those to be affected will be affected in a very important way. Why did not the Government go the whole hog? When it wanted to increase fees by 100 per cent., why did it not say that all fees should be increased? Of course, the Government would not do that because its friends might not be too pleased about it.

If a club sees fit to raise its fees, that is the club's concern; and clubs are very capable of managing their own affairs. If a club committee decided that the fees should be increased, it would submit the matter to a general meeting of members; and, if the members saw fit, they would agree to the increase, whether it was an increase of £1, £5, or £10.

I point out that there are some sections of the community which will be affected, but which cannot afford to be affected. I do not know what the situation is in the metropolitan area, but I do know what it is on the goldfields. I know there are many people there who would find this increased fee to be a burden. I refer to

those who are old-age pensioners and ex-miners who are invalid pensioners. They desire to continue to live on the goldfields among their friends and relatives and many of them are anxious to keep as active as possible by belonging to organisations such as bowling clubs, the fees of which are higher than those of the ordinary social club.

The fees of a bowling club may be three guineas or four guineas. It is true that such a club would hold a license and that its members could have a drink on the premises, but a club such as the Mines and City Workers' Club provides facilities which encourage its members to invite their friends to the club to have a drink so that they can chat over old times and keep alive the friendships they have formed over the years. It also helps them to associate with younger members of the community.

The increase in fee proposed by this Bill would be a great burden on those people. They would be faced with the decision of either resigning from the club which charges a membership fee of only one guinea or ceasing to be a member of, say, the bowling club which has a membership fee of three guineas or four guineas. They would be faced with this decision because they would not be able to afford to continue to be members of both clubs in view of their limited income.

I cannot understand why the Government has become involved in such a matter because very few clubs in this State would be affected, and it is only a question of £1. An ordinary person could afford to pay £1 extra without any trouble, but other members of the community—such as those to whom I have referred—would not be able to afford it. I cannot see the point in the provision.

If those members of the club who form the committee consider that the membership fee is too low they can increase it if they so desire. But I have already set out the reason why they do not wish to increase the membership fee: they do not want to impose too great a hardship on those members who have only limited means. I therefore hope the Minister will have second thoughts on this provision and agree to the amendment.

Mr. D. G. MAY: There are many aspects of this provision which have not been brought to light. I do not know whether the Minister has considered, for example, the R.S.L. members who patronise the Anzac Club. By paying a membership fee of £1 a year, R.S.L. members are entitled to enjoy the privileges and amenities of the Anzac Club.

Mr. Court: That comes under a special Act.

Mr. D. G. MAY: That may be; but those members are still entitled to enjoy the privileges and amenities of the Anzac Club. Another club, of which I am a member, is the Perth Railway Club, the membership fee of which is two guineas a year. It was three guineas, being made up of a nomination fee of one guinea and a membership fee of two guineas; but as the committee thought the fee was too great it decided to abolish the nomination fee and have only a flat membership fee of two guineas a year. This decreased membership fee has resulted in many new members joining the club.

For retired railway workers, the membership fee is only one guinea a year. Those retired men do not patronise the club merely for the purpose of having a drink, but to meet their old railway friends whose acquaintance they have made over the years, and they really enjoy themselves in the club premises. If the subscription fee is increased by £1 it will be found that the retired men will not be able to afford the increase, and they will be denied the enjoyment of regularly meeting the men they have known over the many years of their service. We consider that these senior citizens should, towards the end of their careers, be able to enjoy the facilities, together with other railwaymen, which the club offers.

The Minister has told us that the amount of £1 is out of all comparison with the present-day value of money. If that were a valid argument the fee should be £10 a year. If we looked to the maximum fee charged by clubs instead of the minimum fee it would be more to the point. I think the Committee will agree that the members of these club committees are responsible citizens and they are careful to ensure that the conditions set by the Licensing Court are strictly observed. Further, the police regularly inspect club premises to ensure that they are conducted in a proper manner. If they considered that any breach of the Licensing Act was being committed they would soon recommend to the Licensing Court that the club be penalised in some way.

The club committee members are responsible for keeping the club going, and I am sure they are quite capable of deciding what fees should be charged to those people who wish to join. I am a committee member of the Perth Railway Club, and we take every precaution to ensure that the right type of people become members. We feel that the authority to raise the subscription fee would be well left in the hands of members of the committee.

I would also like to mention that railway personnel working in the country are catered for by the club, and they are charged a membership fee of one guinea. They are permitted to enter the club premises and enjoy the facilities provided. If they were not proper members of the club it would be necessary for them to give 24 hours' notice to become honorary

members. By being full members, after they have concluded their duties on the trains they are able to enter the club at the week-end and, as I say, enjoy all the facilities and amenities that are available.

For a railway worker from the country to pay two guineas a year would be out of keeping with the mere privilege of being able to enter the club premises once a week or perhaps once a fortnight. With other members on this side of the Chamber I feel it is only right that the fee should remain at £1, and the committee of the club should have full jurisdiction to increase the membership fee if it so desires.

Mr. TOMS: I join with other members on this side of the Chamber who have already spoken in favour of the amendment. When the Minister replies, I will be surprised to hear him say he believes it is the duty of Parliament to fix the minimum fee for honorary members. I consider it is the prerogative of the Licensing Court to decide what the minimum fee shall be. As the member for Boulder-Eyre has stated, this is an intrusion into the administration of club committees.

The amendment in the Bill will affect only those clubs which have a membership fee of £1 for honorary members. When the Licensing Court receives an application for a license from any club it takes into consideration the number of financial members. Honorary members have no hearing whatsoever on whether the license shall be granted. I believe the experience of all committees is that it is the full members who pay for the administration and expenses of the club. The honorary member is the one who has been granted the privileges and amenities of the club only for a specific period. Therefore it is wrong to expect that the existing minimum fee shall be double. The Minister would be well advised to agree to the amendment moved by the member for Fremantle.

I consider that the amendment in the Bill will not do anything but penalise the existing clubs and impose a great hardship on elderly members who have belonged to various clubs for many years, particularly those who are pensioners. An increase of £1 in membership fee would indeed be a great burden on a pensioner. The Minister would be well advised, therefore, to leave the existing fee alone because the Licensing Court is quite capable of taking care of these matters.

Mr. W. A. MANNING: It seems to me that there are only two reasons why a membership fee is charged. It is quite definite that one reason is to define who are members of the club. The second reason is that the fee provides funds for the conduct of the club. If a club is able to finance its administration with a subscription fee of one guinea, I am at a loss to understand the real reason for making a club charge a fee of two guineas. Some licensed clubs which have fixed the subscription at £1 a year have surpluses in their funds after meeting expenses. If they were forced to increase the subscription, as proposed in the Bill, what would they do with the additional income?

Mr. Oldfield: Reduce the price of beer.

Mr. W. A. MANNING: I am sure that would suit the honourable member! Why should this House stipulate a minimum figure, if the existing subscriptions are sufficient? If a licensed club requires additional income it can increase its subscriptions under its constitution, and it will do so of its own volition. I hope the Minister can give an answer to satisfy me.

Mr. CROMMELIN: The minimum subscription proposed in the Bill will apply only to ordinary members of licensed clubs. A club which has country members can decide on the fee payable by those members. I am sure the minimum of £2 2s. will not apply to country members.

Mr. W. Hegney: The Minister said it would.

Mr. CROMMELIN: The Bill does not stipulate that.

Mr. Cornell: Where in the Bill is reference made to the subscription of country members?

Mr. CROMMELIN: That is covered by the existing Act, and the fee of country members is determined by the committee of a club. The Act is not being altered in that respect. The member for Bayswater referred to the fact that some clubs fixed a nominal fee for honorary members. I presume he referred to life members. There are many elderly people in the community who have been made life members of clubs because of the great service they rendered to the clubs.

When such people reach the retirement age they find that they cannot pay the yearly subscriptions, and in many cases the committee of the club decides at an annual general meeting to elect them as life members. I cannot agree with the assertion of the member for Bayswater that such honorary members will have to pay the minimum subscription prescribed in the Bill. If we were to agree to the submission put forward by the member for Canning, then all members of a licensed club—senior as well as junior members—would have to pay the minimum subscription of two guineas; but I do not think that is the intention of the Bill.

Progress

Progress reported, and leave given to sit again at a later stage of the sitting, on motion by Mr. Court (Minister for Industrial Development).

INSPECTION OF SCAFFOLDING ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

MOTOR VEHICLE (THIRD PARTY INSURANCE) ACT AMENDMENT BILL (No. 2)

Receipt and First Reading

Bill received from the Council; and, on motion by Mr. Brand (Premier), read a first time.

IRON ORE (TALLERING PEAK) AGREEMENT ACT AMENDMENT BILL

Second Reading

Debate resumed, from an earlier stage of the sitting, on the following motion by Mr. Bovell (Minister for Lands):—

That the Bill be now read a second time.

MR. SEWELL (Geraldton) [9.22 p.m.]: Those of us who were privileged to be in this House last year will remember the occasion when the Premier introduced a Bill to ratify the agreement made between the Government and Western Mining Corporation, in relation to the exploration of iron ore at Tallering Peak. The Bill before us has the object of amending that agreement, to include the Koolanooka Hills deposit, some 15 miles east of Morawa.

In his second reading speech the Minister told us that, firstly, the Bill provides for the construction by the company of a railway line from Koolanooka Hills to Morawa, as well as the railway line from Tallering Peak to Mullewa. He said that production was likely to be first undertaken from Koolanooka, and it is provided in this event that the company will commence construction of the Tallering railway at the expiration of the year in which it hauls less than 500,000 tons of ore from Koolanooka. The company binds itself in this regard with a bond of £100,000.

It is said that the agreement in question is out of order in that it deals with a railway line, but no Bill has been introduced to authorise the building of such a railway. There is only an agreement which binds the company to build a railway line at a certain time, and that will look after the interests of the Railways Department and the Government.

As far as the Geraldton district is concerned, under the provisions of the Bill the company undertakes to concentrate on production of lower grade ore as soon as practicable. The maximum tonnage which may be exported in any one year will be 1,000,000 tons, of which 800,000 tons will be direct shipping ore, and the minimum will be 500,000 tons.

The Bill further provides for the extension of the date, until the 31st March, 1963, on which the company has to give notice that it has entered into a contract for the sale of the ore. The previous notice date will expire on the 31st December, 1962.

Those of us who have watched the developments at Tallering and Koolanooka since the passing of the Bill in 1961 have been disappointed because greater progress has not been made to export the iron ore from the port of Geraldton. We understand the difficulties which confronted Western Mining Corporation in carrying out a proposition of this sort. At this stage markets for the iron ore would be the main difficulty.

Western Mining Corporation has spent a large sum of money not only at Tallering Peak, but also at Koolanooka Hills, in exploring the iron ore deposits. Apparently the company has proved there is a certain quantity of ore available, but not in sufficient quantity to enable, in the first instance, the establishment of an integrated iron and steel industry. The Minister had something to say on that aspect. No doubt the members of this House and the people in the Geraldton district, as well as the people of Western Australia, agree that the sooner a move can be made to establish an integrated iron and steel industry in the Geraldton area the better it will be for the State.

The Bill proposes to amend clause 5(7) of the agreement in the following manner:—

> (7) The Company shall pay to the Department of Mines on behalf of the State royalty as follows:—
>
> (a) six shillings (6/-) per dry weight ton on the first one million (1,000,000) dry weight tons of iron ore recovered from any mining tenements within the boundaries of the said Temporary Reserve 1972H and sold (whether as ore or concentrates) or smelted or similarly processed otherwise than by the Company within the State of Western Australia;
>
> (b) six shillings (6/-) per dry weight ton on the first one million two hundred thousand (1,200,000) dry weight tons of iron ore recovered from any mining tenements within the boundaries of the said Temporary Reserve 1973H and sold (whether as ore or concentrates) or smelted or similarly processed otherwise than by the Company within the State of Western Australia

and subject to the foregoing paragraphs—

(c) six shillings (6/-) per dry weight ton on all direct shipping ore recovered by open cut mining methods and sold;

(d) six shillings (6/-) per dry weight ton on all direct shipping ore recovered by open cut mining methods and concentrated and sold;

(e) one shilling and sixpence (1/6) per dry weight ton on all other iron ore recovered and sold other than concentrates derived by upgrading iron ore;

(f) one shilling and sixpence (1/6) per dry weight ton on all concentrates derived by upgrading iron ore (other than direct shipping ore) and sold;

(g) at such rate as is from time to time prescribed by regulation under the Mining Act, 1904 on all iron pyrites recovered and sold; and

(h) one shilling and sixpence (1/6) per dry weight ton on all—

(i) iron ore recovered; and on

(ii) concentrates from iron ore recovered—

and in either case smelted or similarly processed by the Company within the State.

Comparing the provisions in the Bill with those in the Act it will be seen that the Government is endeavouring to help Western Mining Corporation as much as possible to export iron ore from the two fields mentioned, and the legislation which has been introduced is a step in the right direction.

One provision in the Bill refers to the construction of railway lines, and clause 6 (1) of the schedule—which is the agreement made between the Government and Western Mining Corporation—is to be deleted and a new clause inserted in lieu. The new clause will cover the construction of a railway line from Tallering Peak, as well as the line from Koolanooka Hills.

There are some other machinery provisions in the Bill which, in the short time at my disposal to peruse them, appear to be correct and a step in the right direction.

The measure also deals with the freight rates and the backloading rates which would be payable by the Government on the Government railways. At the present time extensions are being carried out to the Geraldton wharf. The No. 3 berth as we knew it will become No. 1 berth. It is at present being land-backed, and the work is being proceeded with quickly. The berth is being extended by 140 feet. We were hoping that by now we would have seen a new berth constructed specifically for the purpose of loading iron ore. No doubt trade difficulties, and probably a trade recession in Japan, have held these matters up. However, we hope that a satisfactory market will be found for the iron ore and that it will be shipped through the port of Geraldton.

I think the Bill is a step in the right direction. If iron ore can be exported through Geraldton it will benefit both the district and the State. Western Mining Corporation has done a good job in that area in exploring for iron ore. The company has spent quite a large sum of money to improve the facilities. The Bill has my support and I commend it to the House.

MR. MOIR (Boulder-Eyre) [9.33 p.m.]: I am afraid I cannot subscribe to all of the remarks made by the member for Geraldton. Like him, I can understand the Government trying to co-operate as much as possible with this company in an endeavour to open up an iron ore export industry, but members may recall that a few nights ago I sounded a note of warning with regard to this venture. I voiced the opinion that it could easily come about that the Tallering Peak deposits could be dropped in favour of mining ore from Koolanooka. It appears to me that the process is in operation by virtue of this Bill. One does not have much time to study an involved Bill of this nature which was introduced just a few hours ago. We are expected to give consideration to such a Bill in a matter of a few hours, and I confess I have not been able to give it the study I would have liked.

We find in the original Act that rigid terms and conditions are laid down for the exploration, testing, and ultimate mining of the Tallering Peak deposits. In the agreement which was drawn up some far-reaching provisions were laid down, inasmuch as the State agreed that it would acquire certain privately-owned land for the purpose of constructing a railway to Tallering Peak, and that land would be acquired by agreement with the owner or by a compulsory process.

The Government has the power to acquire land which is required for Government purposes, but it is rather unusual for land to be acquired compulsorily for the benefit of some private individual or private company, which is the case in this agreement. We find also that some very rigid conditions are laid down to ensure that the company will go ahead with the project, and will use its best endeavours to develop the iron ore deposits and to proceed with the mining and the sale of the

iron ore. Subclause (3) of clause 4 of the schedule in the 1961 Act reads as follow:—

> (3) At any time prior to the first day of May 1962 or such later date as the Minister may fix or as may be fixed pursuant to the provisions of subclause (7) of this clause the Company may give notice to the State in writing that it has as Vendor entered into a contract or contracts for the sale of approximately two million tons of ore or more in the aggregate of iron ore pyrites and concentrates or of some one or more of them from the mineral leases and shall submit to the State proof that it has entered into a contract or contracts as aforesaid.

There is a provision, in subclause (7), that if the company has not given notice by that date the Minister may extend the time. I would like the Minister to tell us whether that part of the agreement has been complied with. The Minister has not told us what this company has done, except to say it has carried out a campaign of testing these deposits at Tallering Peak. I believe that to be true. The company has carried out very extensive tests.

Mr. Bovell: You know the standing of Western Mining Corporation.

Mr. MOIR: I do not know what the Minister means by that. I am very well acquainted with the company. I respect it as a very good mining company.

Mr. Bovell: That is just what I mean.

Mr. MOIR: I also know it comprises very good businessmen. I am never deluded into thinking that they are operating here just for the benefit of the State.

Mr. Bovell: The company has done a lot for the State.

Mr. MOIR: It is here just as any other company is here—because it is trying to make a profit. The Western Mining Corporation is doing just that.

Mr. Bovell: The company would not survive if it did not make a profit.

Mr. MOIR: That is so. I am saying that is its purpose. The Minister pointed out that I know this company. I do not know why he said that. I know the company is composed of keen businessmen; and, like any other business people, they are trying to do what is best for themselves. I am desirous that the State's resources should be used to the best advantage. I have no objection to the company doing what it thinks is best for the company. However, we have had experience before in this State where the best has been taken out, and the rest has been left behind. That has happened with our mineral resources and our forest resources.

This company may be of the opinion that the deposits at Koolanooka will provide a quicker return than those at Tallering Peak. The former deposits are adjacent to the railway line. The spur line is not very long and the deposits at Koolanooka will be bettter for the company. I agree that this company should be allowed to do that; but I am wondering whether there are sufficient safeguards in this legislation to ensure that the company will also carry on with the Tallering Peak deposits and will not use up the Koolanooka deposits and then say that for this reason or that reason it finds it will be uneconomical to mine the Tallering Peak deposits. I say that in full knowledge of some of the difficulties which exist with regard to the Tallering Peak deposits.

The Tallering Peak deposits are not simply large deposits of iron ore of a certain grade which we can go in and mine. Very far from it! The Tallering Peak deposits are quite large, compared with some deposits; but they would be very small measured by others. However, there are difficulties at Tallering Peak inasmuch as the good type of ore is running through other iron ore which is not of such good grade. Moreover, it is underlying—it does not run vertically—which means that in an open-cut process the deeper one goes the more overhang of inferior iron ore one gets. In the original proposals it was recognised that the upgrading of some of this ore would have to take place, and a plant was to be erected on the site for this purpose; because, obviously, it is better to carry away the good grade of ore and to leave the rubbish behind, rather than to take it all away and to put it all through a certain process at, say, the port of Geraldton.

Those difficulties exist. I am not acquainted with the Koolanooka deposits, but I am led to believe that no such difficulties exist there and that it is more or less plain sailing for the company to mine that ore. It is a better type of ore inasmuch as it is more or less of the same grade. That is my only point of concern with this amending Bill; namely, that we may find that the Koolanooka deposits are used up and that the deposits at Tallering Peak are not proceeded with.

I know the Minister said, and it is provided in the Bill, that the company lodges a bond of £100 000 to ensure that when the amount of ore that it is to take away from Koolanooka falls below a figure of 500,000 tons in any one year it shall proceed to develop the other deposits at Tallering Peak. If the company does not do that it forfeits its bond of £100,000.

Mr. Bovell: That's fair enough.

Mr. MOIR: Yes; that could be fair enough. But, on, the other hand, if this company does very well out of the deposits it might be quite prepared to forfeit the £100,000. The company may consider that to be a very cheap price to pay for getting the deposit at Koolanooka. Then again, of course, we could find that before

the time came for it to forfeit its bond we would get another amending Bill which would release the company from its obligation for this reason or that reason.

Mr. Bovell: Parliament would have to decide that.

Mr. MOIR: These are serious matters, and I ask the Minister why the Bill was not introduced a lot earlier in the session to give members an opportunity properly to study it and to offer their comments thereon. In mining matters we in this Chamber are at a decided disadvantage because the Government has seen fit to appoint one of its members in another place as the Minister for Mines. The mining industry has always occupied a very prominent position in the economy of this State, and it is an important industry. I have always felt that the Minister for Mines should be one of the Government members in this Chamber, because we who are representatives of these industries are placed at a distinct disadvantage when the Minister is situated in another place.

I do not want to cast any reflection upon the Minister for Lands, because he, too, is at a disadvantage. When he is asked for information in this Chamber he has to refer the matter to the Minister for Mines to get his reply. We have also witnessed occasions here when the Minister for Mines does not give replies to queries we raise, and we can do nothing about it because the Minister for Mines is not in this Chamber and, consequently, we cannot question him in person. Therefore we are placed in an invidious position, especially when we ask questions such as I asked of the Minister tonight, and we want the answer placed on record. We are forced to ask him these questions well knowing he cannot answer them. He could not reply to my question tonight because he does not know the answer. We are placed in that awkward position and in my view it is not right.

When I was in a position to do so, I gave this company every assistance possible because it stands very high in my estimation; but I know it is not a public benefactor. It has been established purely in the interests of its shareholders, and I have no criticism to offer in that regard. The company looks after its own interests, and it behoves us, as the representatives of the people, to look after the interests of the people of this State. The mineral resources of this country are of vital concern to its welfare, and we as members of Parliament should do everything possible to protect them. With those reservations I conclude my remarks on this Bill.

MR. TONKIN (Melville—Deputy Leader of the Opposition) [9.50 p.m.]: I regret I have to join with the member for Boulder-Eyre in complaining that this Bill was not brought down earlier. It is a very important measure and contains a number of intricate provisions I would say it is quite impossible for anyone, however much he has practised, to study this Bill properly and to be sure that he fully understands its implications. This measure was shown to us for the first time this afternoon and we are expected to proceed with a discussion of it on the same day. I say it is not fair. In this way legislation which is most unsatisfactory will get through and members can do little about it.

In the time that has been available to me—and I have made use of all the time I have had—I have seen a number of difficulties which cause me some concern. I think the agreement is incapable of proper fulfilment, because of the other things which have to be done. There are certain times mentioned in the Bill during which the company is expected to carry out certain work. However, unless Parliament subsequently passes the Bill authorising the construction of the railways the company can do nothing.

Although this Bill purports to impose upon the company an obligation to construct railways, and to do other things which are consequent upon the construction of railways, unless Parliament is called together in sufficient time, or Parliament agrees to pass Bills authorising the construction of railways, the agreements cannot be fulfilled in any shape or form.

The Public Works Act requires that no railway of any kind can be constructed without a special Bill. This does not of itself authorise the construction of a railway: it imposes an obligation upon the company to build a railway presupposing that at some future time Parliament will pass an Act authorising the construction of the railway. But Parliament may not do that.

Mr. Bovell: That is in Parliament's hands.

Mr. TONKIN: If it does not do so then the company is released from all the obligations imposed upon it in the meantime. Clause 14 of the schedule, which is to be found on page 9 of the Bill, reads—

> 6. (1) The Company covenants and agrees with the State that within a period of three (3) months from the notice date the Company will along a practicable route which subject to and after approval thereof by the Railways Commission shall be surveyed by the Company commence to construct in accordance with such reasonable specifications as may be laid down by the Railways Commission and will thereafter with due diligence complete and to the extent required by the Railways Commission fence on land to be leased to the Company by the State for the purpose—
>
> (a) a single line railway with its appurtenances . . .

(b) a single line railway with its appurtenances . . . .

What is the "notice date"?

Mr. Bovell: That is to be determined.

Mr. TONKIN: Who determines it?

Mr. Bovell: The Government and the company.

Mr. TONKIN: If the notice date is given when Parliament is in recess then it is impossible for the company to construct a railway within three months; because the company could not commence to construct the railway until an Act was passed authorising the company to proceed. So that becomes meaningless within three months of the notice date, unless within that three months Parliament is in session, or is called in session, and a Bill is passed authorising the construction of the railway.

Mr. Bovell: That could be done if necessary.

Mr. TONKIN: And if it is not the company is not bound by this agreement. Therefore the agreement is dependent upon a number of contingencies. Not only has a special Act to be passed in accordance with the Public Works Act, but the matter has also to be referred to the Transport Co-ordination Board. Subsection (7) of section 11 of the State Transport Co-ordination Act provides—

> It shall be the duty of any person or persons charged with the promotion or proposing to construct any new railway to confer on such proposal with the Board, which shall inquire into the same and report thereon. The Board's report shall be laid before Parliament when the Bill to authorise the construction of the railway is introduced.

That may require to be done and a Bill authorising the construction of the railway to be passed all within three months of the notice date, according to this agreement in the schedule. It seems to me that it could very well be quite impracticable; therefore the agreement does not mean anything.

The other evening I said it appeared to me as if the Western Mining Corporation, which had been carrying out exploration work in connection with Tallering Peak, was being given an impossible task inasmuch as the ore was of a very low grade, and therefore the company would have difficulty in letting contracts. In reply to me the Minister for Industrial Development said, "Nothing of the sort". He was quite satisfied the ore was 60 plus. He just would not have what I was saying about the fact that this company had run into difficulty with the quantity and quality of the ore available. Members will recall quite well my stating that to be my belief, and the Minister for Industrial Development denying that that was so. Surely it is passing strange that within a few days we should get a Bill which, in the second schedule, states—

> . . . and whereas from work done pursuant to Clause 3 of the 1961 Agreement the Company considers and the State accepts that the tonnages and grades of iron ore within the boundaries of the said Temporary Reserve 1972H are probably not capable of economic recovery and marketing by the Company under the 1961 Agreement . . .

The very thing that I was telling the Minister, and which he denied! So you, Mr. Speaker, can understand my reluctance to accept statements from the Government side when my experience is such as I have just mentioned, and is being repeated over and over again.

For the sake of being precise I shall read again exactly what I said about this matter. I said—

> Of course the Minister will be very interested, but in the meantime I am interested in what is happening at Tallering Peak and Mt. Goldsworthy. I noticed in the Press during this week that there is to be added to the reserves already granted to Western Mining Corporation some deposits which it had been exploring in the Koolanooka Hills. I came to the conclusion, because no tenders were called —as was the case with the Mt. Goldsworthy and Tallering Peak deposits in the first instance—that the Government must have decided that the ore at Tallering Peak and Mt. Goldsworthy was so low in grade that it has to be sweetened up with ore from somewhere else. I am very much afraid that is what is occurring.
>
> The Japanese, who seem to be the only buyers, are not interested in the Mt Goldsworthy or Tallering Peak iron ore. I hope I am wrong, but I am afraid that is the situation and that is why difficulty is being experienced in finding a market.

Then I quoted from something I read in the report of the Western Mining Corporation. The Minister would not have that at all. He said the ore was 60 plus, and it could be sold. Yet we have the statement in the Bill which is introduced a few days later. I repeat it, because it shows what the Government will say. It is as follows:—

> AND WHEREAS from work done pursuant to Clause 3 of the 1961 Agreement the Company considers and the State accepts that the tonnages and grades of iron ore within the boundaries of the said Temporary Reserve 1972H are probably not capable of economic recovery and marketing by the Company under the 1961 Agreement but the parties consider that the

> tonnages and grades aforesaid combined with those within the boundaries of Temporary Reserve 1973H situate at Koolanooka Hills near Morawa in the said State would be capable of economic recovery and marketing under the 1961 Agreement . . .

This bears out precisely what I said the other evening: the reason for the inability of the company to obtain contracts for the sale of the ore. That is the reason why Koolanooka is being added: in order to make it an economic proposition.

Mr. Bovell: What is wrong with that?

Mr. TONKIN: Nothing; so long as it is made an economic proposition. But it is being done in a way under an agreement which seems to me is not capable of proper enforcement, because of the difficulty with regard to the construction of the railway, and the necessity for the Government subsequently to bring Bills here to authorise the construction. It would appear to me that the sound way to deal with this matter is to have the railway Bills passed at the same time.

Mr. Bovell: There is no necessity.

Mr. TONKIN: These Bills should be passed authorising the construction of the railway; and when these things work out in accordance with what was envisaged, the Government could give notice, and then, within three months, the company would be bound to proceed. But if nothing is done authorising the construction of the railways beforehand, the company can subsequently plead successfully that it cannot observe the terms of the agreement, because it is impracticable to do so.

Then of course the company can get out from under, and there is no obligation on it to do anything, because the Government, by its own act, would abrogate the agreement. What is the use of an agreement of that type? Actually we find ourselves in the position of passing a Bill to ratify an agreement, knowing full well that it may not be worth anything; because subsequent events may prevent its proper fulfilment.

I do not think we ought to be placed in that position. Although I agree with the Minister that the passage of Bills now authorising the railways is not a necessity, it is most desirable in my opinion in order to give validity to the agreement, and to place us in a position of being able to ensure that the agreement will be varied, and its provisions carried out. But in the absence of the Bills authorising the construction of these two railways, which are the basis of this agreement, how on earth can the company be bound to do, within three months of the notice date, something that Parliament has subsequently to do before it can make a start? It is matters of that kind, I consider, which we should have had time to think out. The implications of the various clauses are by no means simple. I would like the Minister to give a definition of this algebraic formula.

Mr. Bovell: You are a better mathematician than I am; or you should be.

Mr. TONKIN: The Minister should give a definition so that members can understand it. It is safe to say that when members agree to this proposition, not one per cent. of them will know what they are agreeing to; that will include the Minister. That is a most undesirable position.

Mr. Bovell: I do not intend to give the House a lesson in algebra.

Mr. TONKIN: There is no need for the Minister to tell me that. I knew it before he said it. That is a self-evident truth.

Mr. Court: You are worried about the formula in the agreement?

Mr. TONKIN: Perhaps the Minister could explain it.

Mr. Court: I sat down and worked it out, together with several examples, for the fun of it.

Mr. TONKIN: Did the Minister get the same answer every time?

Mr. Court: Yes, with the same figures. Some jolly good brains went into working out that formula. I first thought there was a simpler way of doing it, but they convinced me there was not.

Mr. TONKIN: Because some jolly good brains went into working it out, that is no substitute for members not knowing what is implied when they pass the Bill. Some jolly good brains have made mistakes in the past; and they will make them in the future. My complaint is that this agreement may be incapable of fulfilment, and therefore not worth a thing as a binding agreement upon the company. Surely the Minister must concede that is true, because the agreement says the company will, along a practicable route which, subject to and after approval thereof by the Railways Commission, shall be surveyed by the company, commence to construct in accordance with such reasonable specifications, within a period of three months from the notice date. Who decides the notice date?

Mr. Court: The notice date is one of the definitions in the agreement.

Mr. TONKIN: I have not found it. Could the Minister point it out quickly?

Mr. Court: Yes; you have to take both agreements. This is an amendment of an agreement. You take both agreements and the notice date is very obvious. It is the starting point.

Mr. TONKIN: If it is obvious, it is specific.

Mr. Court: Being a definition it is specific.

Mr. TONKIN: Then how on earth can a company, within three months of that specific date, construct a railway if a Bill authorising construction is not passed?

Mr. Court: There is provision for that.

Mr. TONKIN: Oh no there is not! That is in line with the Minister's statement the other night about the grade of ore at Tallering Peak.

Mr. Court: What was wrong with that?

Mr. TONKIN: The Minister was quite untruthful about it.

Mr. Court: I was not.

Mr. TONKIN: Let us see! I am sorry the Minister was out when I was dealing with this. Surely the Minister will remember my saying that there was difficulty with the company because the grade of ore at Tallering was too low. The Minister would not have that at all. He said, "Oh no, it is 60 plus". So the Minister would not at any time accept a situation that the Western Mining Corporation was in difficulty because it had an uneconomic proposition on its hands. The Bill says, and this is what astonishes me in view of the Minister's statement the other evening—

> . . . and whereas from work done pursuant to Clause 3 of the 1961 Agreement the Company considers and the State accepts that the tonnages and grades of iron ore within the boundaries of the said Temporary Reserve 1973H are probably not capable of economic recovery . . .

The very thing I said the other evening, which the Minister would not accept. That is why I said a moment ago that the Minister's statement was in line with that statement.

Mr. Court: You are not disputing that there is shipping ore at Tallering Peak.

Mr. TONKIN: What I say is what I said the other evening, and what the Minister denied: that the company was experiencing difficulty in arranging contracts for the sale of the ore, because it was too low a grade, and nobody wanted it. The Minister replied it was 60 plus.

Mr. Court: They have shipping ore there of 60 plus.

Mr. TONKIN: How much of it?

Mr. Court: Substantial quantities.

Mr. TONKIN: The reason given for the passage of this Bill to ratify the agreement is that the company should be given this extra area for which no tenders were called, as was the case originally, because the Bill says that what it has already is not capable of economic recovery. We still do not know whether, after it has got this additional area, it will have sufficient iron ore which will make it an economic proposition.

Mr. Brand: Until we pass this Bill and give the company the right to look at it we will never know.

Mr. TONKIN: What I object to is that when the position is stated—as indeed it was—I should get a denial from the Government bench that that is the position; and then, within a few days, we have a Bill containing the statements to prove the truth of the assertion I originally made.

Mr. Brand: There is a large tonnage of shipping ore there.

Mr. TONKIN: The ore there is not in sufficient quantity to make it an economic proposition.

Mr. Brand: I should say the Minister said there was shipping ore there; though I did not hear the interjection.

Mr. TONKIN: I have it in front of me, so there is no doubt about what was said. My complaint is that a Bill of this kind, which is of considerable importance, and which purports to bind a company to do certain things, has been placed before us with insufficient time for us to consider what is involved. It is not fair to the Opposition. The Government has had an opportunity to consider what it is putting into the Bill. It is not always frank about what it proposes to do; so we are entitled to have a reasonable time to familiarise ourselves with the provisions.

I say without the slightest fear of successful contradiction that it is quite impossible for anybody who has not seen the Bill before to familiarise himself with its provisions in the time available. If it subsequently transpires this is to some degree unworkable we will be expected to assume our part of the responsibility because we would be told we said nothing about it. But there is insufficient time to become aware of what the Bill really does mean and what it does involve.

A possible explanation is, of course, that the decision to make Koolanooka available to the Western Mining Corporation is a very recent one and the Government is anxious to give the company the all-clear in connection with it and was therefore obliged to bring down a Bill at this time. That could be the explanation, but it does not provide us with a reasonable opportunity, as we are entitled to have, to see what is involved in a matter of this kind.

It is a very important matter as it is giving a privilege to the Western Mining Corporation, as good as that company undoubtedly is. I share the views of the member for Boulder-Eyre that this is a laudable company and one that has done a good deal in the development of Western Australia, and one which will probably do a lot more. However, that is no justification for giving it privileges over and above the rights of others who are entitled to be considered.

The company is being given a privilege inasmuch as this additional area is being handed over to it without anybody else having an opportunity of getting it. That might be completely justifiable. I am not arguing about that; but what I am saying is that we are entitled to have sufficient time to be able to consider all the implications of what the Government is doing. It is regrettable that a Bill of this kind should have been introduced in such a way as to afford members insufficient time to know what it involves.

I am not prepared to go to the length of opposing the passage of this measure, because I have not been able to find things to which I object in connection with it, other than I feel it is worded in such a way that the agreement is worth nothing. The company could very well be incapable of properly fulfilling it; and as the agreement would let the company out, it has no real obligations at all. It gets advantages without real obligations under certain circumstances. Having explained my position, I do not propose to hold up the discussion any longer.

MR. BOVELL (Vasse—Minister for Lands) [10.18 p.m.]: The member for Geraldton, the member for Boulder-Eyre, and the Deputy Leader of the Opposition have addressed themselves to this Bill and I will try to deal generally with the comments made by each of those members.

The member for Geraldton welcomed the Bill with very sound reasons. I think the successful operation of a mining company—in this case the Western Mining Corporation—will do a great deal in giving the Victoria district a sound economy. It so happens that, as a bank officer, I resided in the Victoria district for 10 years—for six years in Geraldton, and for three years in Morawa, which is not very far distant from the Koolonooka Hills. I spent the balance of the period in Mingenew; so I have some personal knowledge of the district, and the struggle it had at that time. I am speaking of the period between 1930 and 1939—a period in the State's history when its economy was severely challenged because of the depression.

As a matter of fact, I was a resident of Geraldton when the land-backed wharf was first commenced there. It was commenced at a time when the late Mr. Willcock was member for Geraldton and later the Labor Premier of this State. The member for Geraldton referred to the fact that an integrated iron and steel industry would be most desirable in Geraldton. I wholeheartedly agree; but the next best thing is to endeavour to utilise the mineral resources of this district to the best degree. That is the sole purpose of this Bill, as it was of the former Bill which is now an Act.

The purpose of the two measures is to encourage industry to develop iron ore deposits in the first place in the Tallering Peak area and now in the Koolanooka Hills, which are not very far distant. A number of agreements, including the Mt. Goldsworthy agreement, have been ratified by this Parliament. In recent years it has been proved that there are vast iron ore deposits throughout Western Australia and not only within the borders of Western Australia. These deposits are in other States, and I would mention Queensland. It is the responsibility of the Government to see that our mineral resources—as well as other resources of the State—are used to the best advantage. Therefore, in accordance with its policy of decentralisation, the Government is endeavouring to have these deposits developed in various parts of the State.

I said in my opening remarks that the Western Mining Corporation had expended a large amount of funds in exploring the position at Tallering Peak, but that these deposits had not come up to expectations and further exploration was carried out in the Koolanooka Hills, 15 miles east of Morawa. As a result, it was discovered that it would be more economic for the present to concentrate on the Koolanooka deposits and then proceed to the Tallering Peak deposits.

The main criticism that has come from the Deputy Leader of the Opposition was that he considered Parliament has not been given sufficient time to consider the provisions of this Bill. Admittedly, some of the amendments are to what is now the parent Act; and in that regard his assumption is correct. The final stages of this agreement were only recently arrived at; and if we were going to proceed and give the company some security it was necessary to ask Parliament in this session to agree to the Bill that is now before the Assembly. I think it is fair enough.

In regard to the railway Bill being the first measure, I do not agree with the Deputy Leader of the Opposition. I feel, in all the circumstances, that this Bill should be the one that should be considered first. I offer an apology that it could not be submitted to Parliament earlier in this session. But the circumstances were outside the control of the Government. It was necessary to reach agreement; and I understand it is only very recently that a satisfactory agreement could be arrived at. That is the main reason for the late presentation of this Bill to Parliament.

In the interests of these deposits being developed by a company that has an excellent standing in the community I feel, as does the Government, that it is in the best interests of the State, of the Victoria district, and the port of Geraldton, which I said at the outset needs a boost for trade, that this Bill be proceeded with now.

The member for Geraldton referred to the Geraldton Harbour. In the parent Act, I think it was referred to as No. 2 wharf. That was a printing error; because, as we know, the wharf comprises the whole area. This Bill amends the verbiage and refers to a specific berth. There are three berths at the Geraldton Harbour; and, as I have said, the word, "wharf" in the parent Act was inserted in error.

The member for Boulder-Eyre had some misgivings about the Tallering Peak deposits being dropped when the company had completed its activities in the Koolanooka area. However, to the best of my knowledge and belief that is not the intention of the company. There is a penalty provision for £100,000; and, if I may say so, I believe the company, with its good standing will, if it is economically possible—and after all is said and done one cannot expect companies to proceed with uneconomic propositions—continue in good faith. The testing of the deposits at Tallering Peak was a provision in the parent Act; and I outlined in my second reading speech that these were not up to the standard which had been hoped for.

The Deputy Leader of the Opposition referred to the matter of the three-months' provision. It will be the responsibility of the Government to see the opportunity is made available.

Mr. Tonkin: How was the notice date arrived at? The Minister for Industrial Development knows, so he said.

Mr. BOVELL: I am not in a position to say how the date is arrived at: but I can say that if necessary Parliament will be asked to fulfil its obligation.

Mr. Tonkin: That does not answer my question. If you mention a notice date in the Bill surely somebody has to be in a position to determine how you arrive at the notice date. How do you? I will get the Minister for Industrial Development to reply to the question in Committee. because he said he knows.

Mr. BOVELL: I am not going to give my interpretation of the position.

Mr. Moir: You are in the same position as we are—you have not had time to study it.

Mr. BOVELL: Because of my discussions with the Minister for Mines, I am quite confident the position will be satisfactorily resolved; and the obligation is on the Government to see that it is.

Mr. Tonkin: All the Minister for Mines will do is say that the information is in a file.

Mr. Moir: Just hope for the best.

Mr. BOVELL: The Deputy Leader of the Opposition also referred to the construction of the railway; and that, of course, is a matter that can be dealt with by Parliament at the appropriate time. I believe the Bill is in the interests of the general economy of the State and, in particular, the economy of the Victoria district; and I do thank the honourable member for his support of it.

The member for Boulder-Eyre and the Deputy Leader of the Opposition have raised some doubts, but I am most appreciative of the fact that they have indicated, despite their misgivings, that they will not oppose the Bill.

Question put and passed.

Bill read a second time.

In Committee

The Deputy Chairman of Committees (Mr. Crommelin) in the Chair; Mr. Bovell (Minister for Lands) in charge of the Bill.

Clauses 1 to 4 put and passed.

Clause 5: The Second Schedule—

Mr. MOIR: Would the Minister give us a little information on paragraph (ii) on page 5? I would like to know why the penalty is to be imposed on the company if it sells iron ore to a purchaser in any of the other States.

Mr. BOVELL: As I understand it, the State of Western Australia desires to retain the control as to where the iron ore shall be processed in Australia.

Mr. TONKIN: I would be very glad now if the Minister for Industrial Development could explain how and when the notice date is to be arrived at, because there is an obligation on the company to construct a railway within three months from the notice date. I cannot find anything in the agreement which enables me to determine what the notice date is or who decides it or how it will be decided. We all ought to know because whether the company is able to fulfil its obligations depends upon the fixation of this date.

Mr. BOVELL: I think the Deputy Leader of the Opposition will have to refer to section 6, subsections (1) and (4) of the original legislation.

Mr. Tonkin: A pretty good explanation!

Mr. MOIR: Portion of proposed new clause 6 reads—

> If the Company complies with the foregoing provisions of this subclause by constructing the railway referred to in paragraph (b) of this subclause it will in any event at the expiration of the year during which it offers for haulage by such last-mentioned railway less than five hundred thousand (500,000) tons of iron ore pyrites and concentrates commence the construction of the railway referred to in paragraph (a) of this subclause and will thereafter with due diligence complete the railway as aforesaid with appurtenances and will commence *bona fide*

> mining operations on the land comprised within Temporary Reserve Number 1972H and the company simultaneously with the execution of this Agreement will execute a bond for the sum of one hundred thousand pounds (£100,000) conditioned on the Company's fulfilling its obligations under this paragraph.

I am in full agreement with the intention of giving the other deposit to the company to be worked in conjunction with Tallering Peak for the purpose of upgrading the Tallering Peak ore; but I am at a complete loss to understand why the company is apparently to be permitted to mine the deposits at Koolanooka until such time as the railage of ore from there falls below 500,000 tons. This would indicate to me that the deposits would be becoming exhausted. At that point the company is to commence the building of the railway to the Tallering Peak deposits.

As I understand the situation this does not make sense and does not fulfil the purpose for which we understood the Bill was introduced; that is, to use the Koolanooka deposit in conjunction with the Tallering Peak deposit for the purpose of upgrading the ore from the Tallering Peak deposit to make it a commercial proposition.

Mr. BOVELL: The penalty, as I said before, was inserted as evidence of good faith on the part of the company to carry on with the Tallering Peak deposits. What else could be done in this matter? Surely the provision has been made by the Government to protect the Tallering Peak deposits if they are commercially workable. The Government considers that the provision included in the agreement is sufficient to protect the interests of the Tallering Peak deposits.

Mr. MOIR: That explanation does not satisfy me one little bit. As a matter of fact, it rather alarms me. If the company is permitted to operate the deposit at Koolanooka until it is almost exhausted, and it is then required to go ahead with Tallering Peak, it may be that at that stage Tallering Peak would be more uneconomic than it is at present. Therefore, what fair-minded person would then want to impose or to insist on the imposition of this £100,000 penalty?

The wording of this, in my opinion, leaves a lot to be desired. Why was some condition not laid down that within a certain period—allowing the company to shift a reasonable amount of ore—the company shall then proceed with the working of the Tallering Peak deposit, the railway, etc., on penalty of forfeiture of the whole of the deposits? In that way both deposits could be maintained as an economic proposition instead of the situation being reached where only one deposit would be of any use. I say all this in order that my doubts on and opposition to this particular provision might go on record.

Mr. TONKIN: I thought the Minister would reply to the member for Boulder-Eyre.

Mr. Bovell: I did.

Mr. TONKIN: Oh, the Minister did?

Mr. Bovell: Yes.

Mr. TONKIN: I hope the Minister is not going to say he replied to my query, because in the middle of his explanation he got lost. I am in the same position as every other member, except the Minister for Industrial Development, in that I have no idea what the notice date is. Proposed new clause 6 (5) reads—

> (5) Before commencing construction of either of the railways referred to in paragraphs (a) and (b) of subclause (1) of this clause the Company shall give notice in writing to the State of its intention to commence and thereafter may at any time give a further notice in writing to the State that it desires to commence construction of the other of such railways in accordance with the provisions of the said subclause (1). Upon the receipt of either such notice the State if the making of the railway the subject of the notice has then already been authorised by an Act and otherwise so soon as authorisation therefor has been given shall so soon as conveniently may be—

and then is described what must be done. To me that seems to laugh at the other provision—that "the company shall, within three months of the notice date . . ." For the life of me I cannot work out how all this can be accomplished within three months if the railway is not authorised in the meantime. If anybody on the Government bench can say what the notice date is and how it is arrived at I think it ought to be made known, because, as yet, we have not been told. If we are not told we can only assume that the Ministers do not know, which is a most unsatisfactory position for the Committee to be in.

The obligations of the company are dependent upon this notice date, because it says quite specifically that within three months of the notice date they shall construct this railway. Now I want to know whether it is fair to require the company, in view of all that is to be done, to be obligated to commence construction of this railway within three months. I cannot determine that question until I know what the notice date is and how it is to be arrived at.

Mr. BOVELL: The parent Act states as follows:—

> If and when the State is satisfied with the proof submitted the State shall forthwith give notice in writing to the Company accordingly. The

date on which the State gives the last-mentioned notice is in this Agreement called "the notice date."

Mr. Tonkin: Would that be before or after the railway is authorised?

Mr. BOVELL: That will be dependent on what action the State takes. In my opinion, that is quite clear. The State has the initiative and will give the notice date.

Clause put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by Mr. Bovell (Minister for Lands), and transmitted to the Council.

MONEY LENDERS ACT AMENDMENT BILL

In Committee

Resumed from the 8th November. The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Guthrie in charge of the Bill.

The CHAIRMAN: Progress was reported after clause 1 had been agreed to.

Clause 2: Contracting out—

Mr. GUTHRIE: Last Thursday, when I moved that progress be reported, I undertook to discuss with the responsible Minister in another place the prospect of amending this clause. The intention is to make it quite clear that, notwithstanding any agreement made between two parties, the maximum rate of interest provided in the principal Act will not be exceeded. Mr. Watson has approved of my moving this amendment. The amendment is to insert a new subsection in proposed new section 3A. It would become subsection (2) of section 3A and the present subsection (2) would be renumbered subsection (3). I move an amendment—

> Page 2—Insert after subsection (1) of proposed new section 3A in lines 3 to 22 the following new subsection to stand as subsection (2):—
>
> (2) Notwithstanding the provisions of subsection (1) of this section a money lender, to whom section 11A applies, shall not, in relation to any loan or transaction in respect of which an acknowledgement of agreement pursuant to subsection (1) of this section shall have been executed, receive interest in excess of the maximum rate per centum per annum permitted from time to time under section 11A.

As I mentioned previously, this section of the Act provides for the maximum rate of interest, and the purpose of this amendment is to ensure that even though the parties might agree that the Money Lenders Act shall not apply, nevertheless the moneylender shall not be entitled to receive interest in excess of the maximum rate provided in this amendment.

Mr. COURT: I have examined this amendment and it does place a limitation on the interest rate, which is in accordance with the undertaking I understand was given to the Committee previously. I support the amendment.

Amendment put and passed.

Clause, as amended, put and passed.

Title put and passed.

Report

Bill reported, with an amendment, and the report adopted.

Third Reading

Bill read a third time, on motion by Mr. Guthrie, and returned to the Council with an amendment.

ALSATIAN DOG BILL

Second Reading

MR. NALDER (Katanning—Minister for Agriculture) [11.1 p.m.]: I move—

> That the Bill be now read a second time.

As an alternative to the action that was proposed to be taken under the Vermin Act, it is now proposed to tighten up the powers to strengthen the existing law. The subject has, of course, been very extensively covered during debate on the Vermin Act Amendment Bill, and my impression is that, generally speaking, members opposite—although opposed to the proposition for declaring the dog as vermin—would support action aimed at effectively applying the law as originally intended.

As I said previously, the original Act was passed in 1929 following an extensive inquiry by a parliamentary committee. The purpose of that legislation was to prohibit the keeping of unsterilised Alsatian dogs or part-bred dogs of that breed. In the mass of literature which no doubt has been received by all members various statements have been made. Among those is the claim that this is the only State which has legislated against Alsatian dogs. In correspondence just received, it is claimed that Alsatians will not cross with dingoes.

As I proceed, I will refer to restrictions elsewhere and I repeat that, in Western Australia over the years we have received reports of killings by Alsatians or part-bred Alsatians, and, quite recently, considerable trouble has been experienced in the eastern goldfields. Six part-bred Alsatians have been destroyed in this area since 1960 by Agriculture Protection Board

doggers, and at least one by private people. Reports of extensive sheep killings by some of them were received, and one was mated with a dingo bitch which had five pups. They were all very big dogs and special measures were required to catch them. In speaking on the Vermin Act Amendment Bill, the member for Boulder-Eyre, referring to dogs, revealed a very good knowledge of them, and, in my opinion, made a worth-while contribution to the debate on this particular subject.

Human nature is such that emotions become wildly stirred when any reference is made to pets. I stated quite clearly before, and I repeat again, that it is not intended to go around slaughtering people's pets. The whole intention of this legislation is to enable the law to be effectively applied as intended, to ensure that people comply with it and to have a means of knowing whether the dogs have been sterilised or not. Whatever has been said of the breed, no-one can deny that they are very strong and fearless of humans, and for this reason one of their major functions is their use as guard dogs of highly-secret defence projects or, as was the case during the war, to guard German prisoner-of-war camps and to tear down any prisoners who tried to escape. As the member for Boulder-Eyre stated, the law as it stands is not being policed; that is because it is impossible to do so. People are defying it and this State has become a wealthy market for Eastern States breeders and local dealers.

Up to 1960, only a few Alsatians arrived in Western Australia. An average of only 11 a year over the 10 years up to then was reported to the Agriculture Protection Board, and no great difficulty was found in tracing the few unsterilised dogs that were introduced. More recently, however, the breed has been promoted with the result that, in the 16 months between the 30th June, 1960, and the 9th of November, 1962, 336 dogs are known to have been brought in and clubs for the breed have been formed. The legislation as it stands became quite ineffective, and soon people were openly defying the sterilisation requirements, but were quite prepared to comply if caught, and pay the fine of £1 or £2 that was usually imposed. With such large numbers, it was also found quite impossible to couple certificates of sterilisation issued by veterinary surgeons to particular dogs. As a result, certificates appertaining to dead dogs could be used for new dogs obtained, or a single certificate could be used to cover several dogs which might not be sterilised. It was obvious that substantial amendments were essential.

To illustrate the docility of the breed, the member for Pilbara quoted a Press report where a baby had bitten an Alsatian dog. I would therefore be in order in quoting a report published in the *Daily News* on the 7th November, and in doing so would point out that the dog which made the savage attack was reported to be on a lead. It is as follows:—

> DOG DRAGS GIRL ALONG STREET.
>
> London, Wed.—A snarling Alsatian dog dragged two-year-old Sharon Simpson 60 feet along a crowded Manchester street yesterday. Her mother, who rushed out from a shop, said, "I saw the dog dragging Sharon along by the hood of her coat. I shouted at a man who was trying to pull the dog off by its lead. But it kept on shaking Sharon. Then I got held of her legs and pulled. There was blood everywhere because it had bitten through Sharon's hood.
>
> After a three-minute tug-of-war the dog let go and Sharon was taken to hospital where a wound in her face was stitched.

In correspondence and elsewhere, a lot has been said about no other State having restrictions against this breed of dog. To put the record straight, I will relate the position in other States of the Commonwealth and its territories. In New South Wales the Pastures Protection Board Act provides that any Alsatian dog must be effectively sterilised within any pastures protection district to which the provisions of the Act apply. A number of districts were named in the amending Acts of 1949 and 1951, and further districts have been proclaimed since that time. The Act now operates in 38 of the 59 pastures protection districts.

A district is included only on the request of the Pastures Protection Board concerned, such action being taken by the board in the interests of stock owners within the district. There is no doubt that any board which decides that the provisions of the Act shall apply within its district is concerned principally with the destruction of stock by wild dogs.

There is evidence that the Alsatian will cross with the dingo and, apart from the hybrid vigour of the offspring, it could be expected to be an even greater menace than the pure-bred dingo by reason of such factors as increased size and strength, greater cunning, and an increase in aggressiveness.

For the purpose of the Act, Alsatian dog means a dog, whether male or female, which is wholly or partly of the species or kind commonly known as "Alsatian dog" or "Alsatian wolfhound", or belongs wholly or partly to any variety of the said species by whatever name such variety may be known, but does not include any such dogs the property of the State used for police purposes.

In Queensland, local authorities make by-laws governing the keeping of dogs. Most local authorities in the western part of the State totally prohibit the keeping

of Alsatian dogs as they are considered to be a menace to stock. Other local authorities make no such prohibition and Alsatian dogs may be kept in those areas provided they are registered with the local authority.

The Alsatian Dogs Act in South Australia provides that no dog of the species known as "Alsatian" or "Alsatian wolf hound" or any variety of the said species shall be kept outside of local government boundaries or within the areas controlled by the district council of Hawker (in the northern part of the State) and the district councils of Kingscote and Dudley (Kangaroo Island). Within all other council areas, Alsatian dogs may be kept and bred subject to registration. The area of South Australia covered by council boundaries comprises the southern portion of the State and the remainder of South Australia is outside of council boundaries. It is stated that the South Australian Government is giving further consideration to the keeping of Alsatians in that State following recent attacks by such dogs on young children in the metropolitan area. A special registration fee of £2 is imposed on Alsatians compared with 10s. for other dogs.

In Tasmania there is no legislative control over Alsatian dogs. The Dog Act, 1958, of Victoria makes special provision for the registration of Alsatian dogs. Alsatian dogs when not on the premises of the owner must be muzzled or on a lead. A special registration fee of £5, in addition to the usual fee, is imposed.

In the Australian Capital Territory, Ordinance No. 44 of 1936, "An ordinance relating to Alsatian dogs," provides that—"Any person who keeps in the Territory an Alsatian which is not effectively sterilised is guilty of an offence—Penalty £50." For thoroughbred Alsatians, a fee of £2 10s. is required and a fee of 5s. for all other breeds. Part-bred Alsatians must be sterilised. It is understood that, in Canberra, people are now allowed to keep unsterilised thoroughbred Alsatians provided they regularly attend classes on dog training and control, and provided that the dog is always on a lead when off the owner's premises.

The Alsatian Dogs Ordnance, 1934-57, of the Northern Territory, prohibits the keeping in the territory of any Alsatian dog that has not been sterilised. In Papua and New Guinea the introduction of Alsatian dogs and wolf hound dogs is prohibited by *Gazette* notice under the Animal Disease and Control Ordinance, 1952-58. In the Commonwealth the importation of Alsatian dogs is prohibited under the Customs Act.

Because the parent Act required such extensive amendments, it was considered necessary to repeal it in order to make provision for a law that could be effectively applied and policed. At present, because of the difficulty in policing certain forms of sterilisation and also the doubtful efficiency, particularly of vasectomy, it is proposed to define "sterilised" as an operation of desexing by a registered veterinary surgeon, in the case of a male dog by castration, and in the case of a female dog by ovariectomy.

The present Act does not name anyone specifically to administer same, and in the Bill it is proposed that it shall be administered by the Agriculture Protection Board, subject to the Minister, and because of the necessity for speed in taking the action usually required, delegation of authority by the board will be necessary.

In order to overcome the present confusion regarding certificates of sterilisation issued by veterinary surgeons, a permit system is to be introduced. Previously, the only acceptable proof of sterilisation was these certificates which were originally made out to the owner in the Eastern States. Ownership of the dogs usually changes several times, and in some cases many times, so that there is no way of relating a certificate to a dog or to its owner. It is proposed that permits must be obtained to keep Alsatians and that a certificate of sterilisation must be produced first. After that it will be the permit which must be produced. It is also proposed to use a permanent marking system for individual identification of dogs; otherwise any attempt to control them will be quite useless. I might mention that the marking will probably be effected by tattooing the ear.

A special staff will be needed to administer and police the Act, at an estimated cost of £2,500 per annum. Fees of £5 for registration or transfer of ownership will be required, with an annual renewal of £2. Permits for guide dogs and police dogs are exempted from this charge. It will be recalled that I previously stated that in other States special registration charges are made, and in Victoria the charge is £5, in addition to the normal fee.

Where there is any dispute or doubt, the Bill proposes that the chief veterinary surgeon or the chief vermin control officer may determine whether a dog is Alsatian or part-Alsatian. This is to overcome a situation, such as has already arisen, where an owner denies that a dog is an Alsatian when it undoubtedly is one, and the court calls on our officers to prove legally that it is. In the second schedule of the Bill it will be seen that a very detailed description of an Alsatian is given in order to cover any possible breeding differences or cross-bred dogs. Much of the description relates to the ideal characteristics of the breed looked for by judges, and allowances necessary for variations in dogs not up to the standards laid down but which are still Alsatians or part-Alsatians.

The Bill provides that an owner of an unsterilised Alsatian may be required to have it destroyed immediately at his own cost and without compensation. This will enable action to be taken with the travelling public, who have proved the greatest problem. Unless immediate action can be taken, the people may have travelled on so that further contact is lost and they may even leave the State after moving around. The dogs could have bred quite readily during the intervening period or even be left with someone else.

It is also proposed that, where Alsatians are found at large, they may be captured; and if no proof of sterilisation can be found by way of the identification marking, the dog may be destroyed. If there is some doubt then the dog may be impounded until a decision is made; and then, if it is sterilised, the usual laws regarding the impounding of stray dogs will apply.

It is also proposed that the permits must be produced to local authorities before the dog licenses may be issued. There is a similar requirement in the present Act but certificates of sterilisation are mentioned. As already exists in the parent Act, local authorities will be empowered to have any unsterilised Alsatians destroyed and to take action against offenders. The Bill contains the usual authority in measures of this kind for officers to search premises and to stop and search vehicles and boats for Alsatian dogs, and the usual provisions regarding obstruction are included.

As I said before, people have openly defied the existing law, and it is therefore proposed by this Bill that the maximum penalty of £50 and an irreducible minimum of £15 should be provided for keeping an unsterilised Alsatian, or for refusing to destroy one. A maximum of £50 is provided for other penalties and a fixed penalty of £2 a day is contained in the Bill for any continuing offences.

Debate adjourned, on motion by Mr. Graham.

METROPOLITAN WATER SUPPLY, SEWERAGE, AND DRAINAGE ACT AMENDMENT BILL

Second Reading

MR. WILD (Dale—Minister for Water Supplies) [11.20 p.m.]: I move—

> That the Bill be now read a second time.

Members of this House will recall that in the 1960 session of Parliament legislation was passed amending the Metropolitan Water Supply, Sewerage and Drainage Act, 1909—amending Act No. 71 of 1960—to include a provision for a lesser water rate to be levied on private dwelling houses than the water rate on land not so used.

The amending Act also made provision for objections against classification of land to be heard and determined by the appeal board constituted under section 86A of the Act. A lesser rate was introduced on the 1st July, 1961, and is still in force.

On the inauguration of this lesser water rate flats were excluded from the entitlement on the grounds that such accommodation did not come within the classification of land used for residential purposes as defined in section 93 (3) (a) and (b).

A number of objections were lodged by ratepayers being owner-occupiers of multiple home-units on the grounds that each unit was privately owned by the ratepayer occupying it and was the private residence of its owner.

The term "multiple home-units" refers to a block of flats in which each unit is self-contained and self-owned, and such owners are registered at the Titles Office as each holding a definite share or proportion in the whole of the land on which the building stands.

Each unit is referred to as a home-unit. On hearing these objections the appeal board held that the land, the subject of the disputed classification, was not land used for residential purposes within the meaning of section 90 of the Act and the objections were disallowed.

Representations were subsequently made to the Government by a group of these objectors and it was decided that further legislation should be introduced to enable the lesser water rate now applicable to private dwelling houses to be extended to owner-occupied home-units and also include a separate flat where such is occupied by the owner. The amendment now introduced is designed to extend the lesser water rate to these two categories of ratepayers.

Debate adjourned, on motion by Mr. Hawke (Leader of the Opposition).

ANNUAL ESTIMATES, 1962-63

In Committee of Supply

Resumed from the 8th November, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

Votes: Education, £11,228,000; Native Welfare, £921,524.

MR. LEWIS (Moore—Minister for Education and Native Welfare) [11.24 p.m.]: For the first time it is my privilege and responsibility to introduce the Estimates for the Department of Education, and the Department of Native Welfare. In doing so I draw the attention of members to the summary of governmental expenditure on page 21 of the Annual Estimates which shows that the total of the departmental expenditure is about £40,000,000, of which the Education and Native Welfare Votes comprise

a little over £12,000,000, or at least 30 per cent. of the total. So to that extent I may be described as the spendthrift of the Government. However, I make no apology for that, because with all due regard to the stories of expansion, industrially and otherwise, as related by my colleagues, I still hold that money spent on education is the best investment which this State can make.

The total estimates for education for the current year, excluding the expenditure in the north-west, amounts to £11,228,000, representing an increase of £689,746 over the 1961-62 expenditure. I refer members to page 56 of the annual report of the Education Department which shows that, at the end of 1961, the cost to the State, per head of population, amounted to £19 1s. 0¾d. which is quite a substantial increase over the figure of £16 9s. 0½d. for the previous year, which was the highest up to that time.

The Premier has already informed members that the greatest single increase of expenditure is on salaries, which have risen by £547,619 to the amount of £9,215,000. This increase is largely due to the 120 additional teachers who will be required in 1963. Teachers engaged full-time in primary and secondary education will then total 4,592.

The resources of the teacher training division remains severely taxed with the Graylands college having the maximum number of students that the building can accommodate, and the Claremont college attempting to cater for twice the number it should. There are at present 1,369 teachers in the primary and secondary divisions undergoing training at these two colleges.

It has been estimated that to maintain present staff ratios in all divisions of the department, an output of about 500 teachers a year will be needed. This provides for replacements, resignations, etc. The general teacher position is satisfactory, although shortages persist in some special areas.

The need for an additional 120 teachers next year has been brought about firstly by an increase in enrolments, and secondly by a reduction in class sizes. Enrolments during this year totalled 128,841, being made up of 95,900 primary pupils and 32,941 secondary students. Enrolments for 1963 are estimated at 97,700 primary, and 34,100 secondary students, totalling 131,800, or a total increase of 3,000.

The average annual increase in primary school enrolments from 1950 to 1962 equals 3,300. A reduced average increase of 1,200 a year is expected for the years 1963 to 1967, with a further reduction to 300 a year for the years 1968 to 1970.

The average increase in enrolments for secondary schools for the years 1950 to 1962 was 1,700. It is worth commenting on the fact that from 1958 to 1962 this average increase rose to 3,000 a year. It is estimated that the average annual increase in secondary school enrolments will be 1,200 a year from 1963 to 1967, but will fall to 1,000 a year from 1968 to 1970.

After 1970 it is probable that a new bulge of enrolments will commence as the age groups at present in their teens and early 20's have children, and as these children reach school age. These predictions could, of course, prove too low if the State expands rapidly and immigration is stepped up.

A significant improvement in the number of pupils per class has been achieved over the past years. In 1954, the first year in which statistics were kept, the number of primary classes consisting of 51 students or more was 249, or 13.2 per cent. In 1961 the number was 95 classes, or 3.9 per cent.; and in 1962 the number was 54 classes, or 2.2 per cent.

Regarding classes numbering between 41 and 50 students, in 1954 there were 759 such classes or 40.1 per cent. In 1961 there were 1,130 such classes, or 46.6 per cent.; and in 1962 there were 1,155 such classes, or 46.7 per cent. In the classes of 40 and under, in 1954 there were 885, or 46.7 per cent.; in 1961 there were 1,199, or 49.5 per cent.; and in 1962 there were 1,265, or 51.1 per cent. Of course it is obvious that as the larger size classes become fewer, so must the smaller size classes increase.

For secondary classes, in 1954 those of 51 and over were 17 or 4.1 per cent.; in 1961 there were two of them, or .2 per cent.; and in 1962 there was only one class, or .1 per cent.

With regard to those of 41 to 50, in 1954 there were 103, or 25.3 per cent., increasing in 1962 to 301, or 31.1 per cent. Similarly, with those of 40 and under there were 287 in 1954, or 70.6 per cent., and they are now increased to 656, or 68.8 per cent.

Expenditure on primary schools, other than salaries, will increase by £19,400 to £157,000. Although increases in the enrolments in primary schools have been less spectacular of recent years than in secondary schools, there have been continued efforts to provide better facilities in both metropolitan and country areas. Evidence of increased expenditure to provide facilities in primary schools is shown by examples such as an increase in expenditure on libraries in small schools, and the extension of telephone facilities to schools which have contract bus services.

Expenditure on secondary education, other than salaries, will increase by £10,000 to £59,000. Spectacular increases in secondary school enrolments in recent years have made the need for more high schools a matter of urgency. Since 1959 seven new senior high schools offering five years of

LEGISLATURE OF WESTERN AUSTRALIA

Governor:

HIS EXCELLENCY LIEUTENANT-GENERAL SIR CHARLES GAIRDNER, K.C.M.G., K.C.V.O., K.B.E., C.B.

Lieutenant-Governor:

HIS EXCELLENCY SIR JOHN PATRICK DWYER, K.C.M.G.

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Deputy Premier, Minister for Agriculture, and Minister for Electricity	The Hon. CRAWFORD DAVID NALDER, M.L.A.
Minister for Industrial Development, Minister for Railways, and Minister for the North-West	The Hon. CHARLES WALTER MICHAEL COURT, O.B.E., M.L.A.
Minister for Education, and Minister for Native Welfare	The Hon. EDGAR HENRY MEAD LEWIS, M.L.A.
Minister for Works, Minister for Water Supplies, and Minister for Labour	The Hon. GERALD PERCY WILD, M.B.E., M.L.A.
Minister for Mines, Minister for Housing, Minister for Justice, and Leader of the Government in the Legislative Council	The Hon. ARTHUR FREDERICK GRIFFITH, M.L.C.
Minister for Lands, Minister for Forests, and Minister for Immigration	The Hon. WILLIAM STEWART BOVELL, M.L.A.
Chief Secretary, Minister for Health, and Minister for Fisheries	The Hon. ROSS HUTCHINSON, D.F.C., M.L.A.
Minister for Local Government, Minister for Town Planning, and Minister for Child Welfare	The Hon. LESLIE ARTHUR LOGAN, M.L.C.
Minister for Transport, and Minister for Police	The Hon. JAMES FREDERICK CRAIG, M.L.A.

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House.—The President, The Hon. E. M. Heenan, The Hon. J. Murray, The Hon. A. R. Jones, and The Hon. F. R. H. Lavery.

Printing.—The President, The Hon. G. Bennetts, and The Hon. J. M. Thomson.

LEGISLATIVE ASSEMBLY

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Library.—The Speaker, Mr. Tonkin, and Mr. Crommelin.

House.—The Speaker, Mr. H. May, Mr. Jamieson, Mr. I. W. Manning, and Mr. W. A. Manning.

Printing.—The Speaker, Mr. Guthrie and Mr. Rowberry.

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secondary education have been created: Applecross, Tuart Hill, Mt. Lawley, Hollywood, and Armadale (the latter two—Hollywood and Armadale—will have fifth-year students in 1963) in the metropolitan area; and Busselton and Katanning (fifth-year students in 1963) in the country. Scarborough will have fourth-year students in 1963.

Since 1959, 17 three-year high schools have been created, these being at Kwinana, Scarborough, Bentley, Melville, Embleton, Swanbourne, Katanning, Pinjarra, Margaret River, Bridgetown, Harvey, Mt. Barker, Mt. Helena, Ashfield, Kalamunda, Hamilton Hill, and Churchlands.

Enrolments for correspondence classes are increasing. In 1961, 1,114 enrolled; in 1962, 1,417 were enrolled, including approximately 300 adults; and the enrolments for 1963 have been estimated at 1,500.

The schools of the air are gaining in popularity and are providing an excellent service. In 1961, two schools—one located at Meekatharra and the other at Derby—served a total of 56 children. In 1962 the Kalgoorlie school was opened, and enrolments for the three schools now total 101.

The demand for technical education showed a marked increase in 1961, when the number of student-hours increased by 13 per cent. over that for 1960. This represented an increase of 46 per cent. over the number of student-hours for 1956. This increase is expected to continue in 1962-63. As a result, the number of full and part-time instructors must be increased. Accordingly salary expenditure is increased by £78,000 to a total of £970,000. Decentralisation of classes from Perth Technical College will continue. In particular with the take-over by the technical division of the Forrest High School—to form Mt. Lawley Technical School—men and women's hairdressing, electrical, refrigeration, radio, and baking trades will move there. Over 1,000 apprentices will be taught at Mt. Lawley. Additional machinery and equipment will be provided for these, and for advanced level students, the expenditure increasing by £11,000 to £20,000.

At present the technical division comprises one technical college, five metropolitan technical schools, two country technical schools; 12 metropolitan evening centres, and six country evening centres, and the technical extension service which provides correspondence courses and also runs evening courses of a limited nature in a number of country centres. Some of these technical schools were formerly known as "trade schools." This term has been dropped but nevertheless some technical schools are specialising in various trades; e.g. Leederville—building and allied trades; Wembley—metal trades; and Carlisle—motor trades.

To meet the increased demands for technical education, Bunbury Technical School will be established, a technical annexe for day students will be opened at Albany Senior High School, and evening classes in the metropolitan area will spread to Embleton, Melville, and Swanbourne High Schools and to Cyril Jackson and Hamilton High Schools as accommodation becomes available there.

A technological institute is to be located on a site in the Collier pine plantation. On this site the Departments of Architecture, Engineering, Mathematics and Physics, Chemistry and Pharmacy will be established. These developments are essential as tertiary level students increase in numbers.

The over-all planning of the chemistry and medical ancillary block has already been completed and detailed planning of the individual rooms is now being undertaken. Full details of the mathematics and physics rooms were handed to the architect earlier this month.

Of recent years an increasing interest in the popular "hobby classes" has been evidenced. Some nine or ten subjects are available. I have had the opportunity to visit some of these evening classes and have been impressed by their evident popularity.

Agricultural education continues to develop and to succeed both educationally and agriculturally. Increased enrolments will require extra farm and household staff to be appointed. Machinery purchases will include a header, a tractor, and other machinery. Developments will require the purchase of additional quantities of seed, fertiliser, and stock feed, and additional stock will be purchased. These factors will increase expenditure by £12,000 to a total of £105,100.

At the present time there are four high schools which have agricultural wings; namely, Narrogin Senior High School, Harvey High School, Denmark Junior High School, and Cunderdin Junior High School. At present 234 students are enrolled for these schools; 297 applications have been received for enrolment for 1963. Of these 261 applications have been accepted and 36 rejected.

Despite frequent requests for the creation of further agricultural wings to be attached to high schools it is believed to be advisable to develop present wings to their practicable maximum before embarking on the very high cost of establishing agricultural wings in new areas.

However, day courses have been established at two junior high schools at Bridgetown and Margaret River. Enrolments in these courses for the current year total 28, and it is estimated that 32 students will take advantage of this course in 1963.

At Mt. Barker and Wyalkatchem practical work in agriculture has been introduced and it is expected that theoretical classes will commence within 12 months. The helpful advice and guidance of the local advisory committees established at most of these schools have resulted in much of the steady improvement and development of agricultural facilities.

The number of bus services continues to increase as more areas are developed and consolidation progresses. In 1959, 506 buses carried 18,523 children daily, while in 1962 the service rose to 629 buses carrying 20,682 children. The extension of bus services will increase expenditure on transport this financial year by £43,000 to a total of £1,077,200. The cost per child per year is £48 5s. and the cost per child per mile 0.3d.

Expenditure on hostel and boarding allowances is increased by £13,000 to a total of £110,000. This is due to increases in the school population and to increased numbers of parents taking advantage of the facilities.

There has been an increased amount of material produced by the Education Department in the form of regular publications of school papers and high school magazines and occasional publications of curricula, supplementary readers, standardised texts, etc., all of which are distributed to both Government and non-Government schools. The number of school papers issued exceeds 100,000 and of high school magazines is approaching 50,000.

Departmentally produced text books are being published in science for second and third year high school students and in 1963 will be published for first year students. A social studies text and a health education text will also be produced.

The total costs of writing, printing, and administering the publication of departmental publications are covered by the prices charged to students. However, no profit is made and the final cost to the student is much less than he would pay elsewhere.

The Country High School Hostels Authority received £200,000 from loan funds for the last financial year and expects to receive a like sum for the current year. In 1961-62 the authority erected a hostel at Merredin.

Works listed for the year 1962-63 include a new hostel at Narrogin to accommodate 24 boys and 24 girls. This is expected to be ready for occupation early in 1963. In addition, a property has been acquired for conversion to an hostel and will be available for this purpose at the beginning of 1963. At Carnarvon a suitable residence has recently been purchased. It will accommodate eight children and will be ready for the 1963 school year. At Geraldton work will soon be started on a hostel to accommodate 72 girls. It is expected to be completed by August 1963. An administration block estimated to cost some £40,000 is to be erected at Northam and should be completed by May 1963. This will be a first step in improving accommodation at St Christopher's Church of England hostel. The old Albany district hospital is to be taken over by the authority and will be converted into a hostel to accommodate 70 boys. It will be available for the beginning of the 1963 school year. The authority is also considering applications from the proprietors of established hostels for loans which are provided for by the Act.

Teacher housing has been the subject of investigation by a committee of representatives from the Education Department, the Teachers' Union, and the Public Works Department. Negotiations are currently proceeding to ascertain whether it is possible to conclude an agreement which will be mutually satisfactory and will lead to the commencement of a comprehensive programme of new houses and, in some cases, renovations to existing dwellings.

I would like to refer briefly to some expenditure on loan funds. Classrooms completed during the last financial year totalled 327—an all-time record. This programme was made possible by a special Commonwealth loan which was allocated earlier this year and from which the department received £100,000. Additional funds were also made available by the Public Works Department. As a result, the building of an extra 51 classrooms was made possible and work on ground improvements and water supplies, etc., was also financed from these funds.

This year, from a loan allocation of £2,600,000 it is expected that 229 classrooms will be erected. Three high schools —at Hamilton Hill, Churchlands, and Ashfield—are currently under construction and are expected to be available for the commencement of the 1963 school year.

Substantial extensions are also planned for Belmont, Eastern Hills, Kalamunda, Manjimup, Narrogin, Katanning, Busselton, Collie, and Merredin high schools and to the junior high schools at Carnarvon, Corrigin, Wyalkatchem, and Cunderdin. Additions and renewals are also planned for many primary schools all over the State.

I want to add that since I was elected Minister I have made it my business to visit many areas of education from the kindergarten stage up to the technical school stage, including teachers' training colleges. I have visited schools in many parts of the State, and I want to say how favourably impressed I have been with the devotion to the job on the part of

teachers, some of whom are teaching under very adverse conditions. Sometimes buildings are substandard, and sometimes the teachers are living in houses which are substandard. Some are teaching in the outback on mission stations. I am quite satisfied they are doing a dedicated job. I have been impressed by the difficulties under which the department is labouring, particularly in respect of overcrowding at one of our training colleges. Nevertheless, that college is doing a fine job and is turning out young men and young women who will no doubt add to the prestige of the Education Department in this State.

While I am proud to be associated with the achievements of our Education Department—and I feel that we can all be proud of those achievements—I consider, of course, it would be dangerous for any of us to become in any way complacent. If and when we consider that we have reached perfection, then we will have reached the point of stagnation. We must continue to improve our education facilities comparable with the finances which can be made available; even, I would say, to beyond the point to which we feel we can comfortably afford to go.

I turn now to native welfare. The appropriation for the Department of Native Welfare is £937,434, plus a further £612,159 provided for under the North-West Division. However, a substantial percentage of this figure is reimbursed to other departments for services rendered on behalf of the Department of Native Welfare.

All medical costs incurred on behalf of natives are refunded to the Public Health Department. The amount involved for the current financial year is expected to be £600,428. The total cost of providing health services for natives for 1962-63 is estimated at £649,563, an increase of £114,650 over the previous year. This is a very considerable outlay, but it can be claimed that in return the health coverage is excellent.

All costs involved in educating native children are debited against the department. It is estimated that the sum of £240,000 will be required for this purpose for the current year, an increase of £18,530 over last year. The total cost for education for 1961-62 was £282,522 and the estimate for 1962-63 is £311,470. At the present time 3,669 children are attending primary schools (including pre-school centres) and 307 are at secondary schools. One young man is in his first year at the Teachers' Training College and another young man and a young woman are at present in the service of the Education Department as teachers. Furthermore, a number of girls are training as nurses, and of two who have completed their training one is a matron of a hospital and another is a tutor sister at a hospital in Victoria.

The policy of providing hostels to enable parents living remote from townships to send their children to school is being developed. During 1961-62 the Charles Perkins Hostel was established in Halls Creek and provision has been made for the erection of a further two, one at Marble Bar and the other at Roebourne. This will bring the total number of departmental hostels to six; the other three being located at Cue, Onslow, and Yalgoo. Financial assistance totalling £143,416 was given to the missions for the last financial year; and here may I say that generally speaking the missions are doing a very good job—a job which would have been particularly expensive for the Government to undertake, even if it were possible.

For the current year provision has been made for £196,596, an increase of £53,180 on assistance to missions. There are at present 29 missions in Western Australia, most of them catering only for children, though a few cater for both children and adults. At present 1,310 children are being subsidised in missions at rates corresponding to those paid by the Child Welfare Department for white children in similar circumstances.

As regards camping, the stage has now been reached where the majority of the reserves used by transient natives have been equipped with running water and toilet and ablution facilities. On many such reserves a start has been made with simple housing grouped around the communal facilities, but there is still a need for increased expenditure on this type of improvement. A sum of £88,025 was spent on constructing houses of varying sizes on the reserves during 1961-62. It is planned to build a further 44, together with 12 sets of ablution facilities, at a cost of £83,970 during the current year. This will bring the total number of reserve dwellings to 229.

For those natives who have been stabilised in a particular locality, and who have reached the requisite social standard, a simple type of self-contained house is being provided. The demand far exceeds the supply, but as much progress as possible is being maintained. A total of 19 houses of this type was provided for in last year's Estimates, and 35 more have been provided for in the current Estimates, at an estimated cost of £65,438. This will bring the total of this class of dwelling to 73. Rentals are charged on all housing provided by the department as part of the social education of the occupants. The rentals charged are in keeping with the economic status of the native population.

Although full advantage is taken of Commonwealth social service benefits, now payable to natives on the same basis as to anyone else, the cost of relief is still high. This is occasioned by the need to

provide sustenance for applicants for unemployment benefit while claims are being determined, for families whose breadwinners are serving gaol sentences, and for people who are destitute for various other reasons. Within reason, standards which appropriate authorities apply to white people are also applied to natives. In addition to sustenance, relief is afforded on such things as legal costs, burials, and transport. In 1961-62 the total outlay under the heading of "Relief" was £54,785, and in 1962-63 it is expected to be £55,825. I submit the Estimates for both of those departments.

Mr. BRADY: I move—

That the Chairman do now report progress and ask leave to sit again.

Mr. Brand: You know we won't do that. You let me know when you are going to do it. Oh, all right! I will let it go.

Motion put and passed.

Progress

Progress reported and leave given to sit again.

ACTS AMENDMENT (SUPERANNUATION AND PENSIONS) BILL

Returned

Bill returned from the Council without amendment.

LICENSING (ROTTNEST ISLAND) BILL

Returned

Bill returned from the Council with an amendment.

Council's Amendment: In Committee.

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. O'Neil in charge of the Bill.

The CHAIRMAN: The amendment made by the Council is as follows:—

Clause 2, page 2, lines 2 and 3—Delete the passage "after the word 'Perth', being the last word", and substitute the words "at the end".

Mr. O'NEIL: This amendment is purely a technicality. As members will recall, there have been two private members' Bills associated with licensing, and the one which originated in another place amended section 122 of the principal Act, thus rendering that section, as it is now amended, inapplicable so far as this measure is concerned. It is a matter of tidying up, and I move—

That the amendment made by the Council be agreed to.

Mr. HAWKE: I move—

That the Chairman do now report progress and ask leave to sit again.

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

Ayes—23

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. D. G. May
Mr. Curran	Mr. Moir
Mr. Davies	Mr. Norton
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rhatigan
Mr. Hall	Mr. Rowberry
Mr. Hawke	Mr. Sewell
Mr. Heal	Mr. Toms
Mr. J. Hegney	Mr. Tonkin
Mr. W. Hegney	Mr. H. May
Mr. Jamieson	*(Teller)*

Noes—24

Mr. Bovell	Dr. Henn
Mr. Brand	Mr. Hutchinson
Mr. Cornell	Mr. Lewis
Mr. Court	Mr. W. A. Manning
Mr. Craig	Mr. Mitchell
Mr. Crommelin	Mr. Nalder
Mr. Dunn	Mr. Nimmo
Mr. Gayfer	Mr. O'Connor
Mr. Grayden	Mr. Runciman
Mr. Guthrie	Mr. Wild
Mr. Hart	Mr. Williams
Mr. Hearman	Mr. O'Neil
	(Teller)

Pair

Aye	No
Mr. Evans	Mr. Burt

Majority against—1.

Motion thus negatived.

Question put and passed; the Council's amendment agreed to.

Report

Resolution reported, the report adopted, and a message accordingly returned to the Council.

ADJOURNMENT OF THE HOUSE: SPECIAL

MR. BRAND (Greenough—Premier) [12.5 a.m.]: I move—

That the House at its rising adjourn until 11 a.m. today (Wednesday).

Question put and passed.

House adjourned at 12.6 a.m. (Wednesday).