

done by the measure amending the Constitution Acts Amendment Act, and therefore it is not necessary for me to make any further explanation.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [8.10 p.m.]: I am quite prepared to allow this Bill to pass without debate. It is merely consequential—in justice to the new Ministers—upon the Bill that has just been passed, and I support it.

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 **The Hon. A. F. Griffith** (Minister for Mines), and passed.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines [8.12 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 17th August.

Question put and passed.

House adjourned at 8.13 p.m.

Legislative Assembly

Wednesday, the 11th August, 1965

CONTENTS

	Page
ADDRESS-IN-REPLY : FIFTH DAY—	
Speakers on Motion—	
Mr. Grayden	251
Mr. Moir	270
Mr. Runoiman	246
Mr. Tonkin	258
Mr. Williams	267
BILLS—	
Constitution Acts Amendment Bill—	
2r.	243
Com.	246
Report	246
3r.	246
Returned	276
Parliamentary Allowances Act Amend- ment Bill—	
2r.	246
Com.	246
Report	246
3r.	246
Returned	276

CONTENTS—continued		Page
QUESTIONS ON NOTICE—		
Builders' Registration Act—Subcontractors : Registration		238
Dredge "Sir James Mitchell"—Watchman : Employment from Sunset to Sunrise		235
Eivers, Mr. C. J. T.—		
Deputy Commissioner of Railways : Length of Service		232
Retirement Allowances		232
Electricity—		
Charges : New Method—		
Effect on Pensioners and Widows		236
Effect on Revenue		236
State Electricity Commission Accounts—		
Charges : Itemisation		238
Equal Pay for the Sexes : Government Policy		235
"Export Action" Television Session : Free Advertising Medium		231
Gas Supplies : Charges to Consumers		237
Hardie Tyres : Use on Government Vehicles and Defects		231
Hawker Siddeley Building Supplies : Cutting of Permissible Intake of Timber		239
Health—		
Dental Treatment at Fremantle—		
Juveniles : Post-operative Facilities		234
Medical Practitioners—		
Albany Regional Hospital : Additional Appointment		229
Shortage in Country Areas		229
Hospitals—		
Albany Regional Hospital : Use as Nurses' Training Centre		229
Nurses' Training : Qualifications		229
Industrial Commission—Jurisdiction : Extension		236
Land—		
Kununurra : Release of Blocks		238
Recreation Reserve at Wembley Downs : Land Released—		
Adequacy and Suitability		237
Extent and Previous Owner		236
Market Value		237
Reasons for Release		237
Reserve No. 24006—		
Classification		232
Vesting and Location		232
Long Service Leave for Government Employees : Reciprocal Agreement with Commonwealth		238
Mining—		
Iron Ore Deposits at Deepdale : F.O.B. Prices of Products		237
Mining Reserves—		
Murchison Area : Details		239
North of 26th Parallel : Details		239
Nuclear Power : Use by Government		236
Rainfall in Gascoyne Area : Carnarvon Statistics and Gascoyne River Flow		232
Technical Education—Tertiary Training : Appointment of Committee of Inquiry		232
Traffic—		
Drivers' Licenses : Inclusion of Age		230
Traffic Control in Country Areas : Duties of Police and Local Authorities		233
Water Supplies at Point Samson : Extension		231

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

QUESTIONS (29): ON NOTICE

ALBANY REGIONAL HOSPITAL

Use as Nurses' Training Centre

1. Mr. HALL asked the Minister for Health:

- (1) In view of his statement that nursing education was going through a period of review, has consideration been given to the using of Albany Regional Hospital as a nurses' training centre?
- (2) If so, what are the determinations?

Mr. ROSS HUTCHINSON replied:

- (1) Albany is a training school for nursing aides. No specific consideration has been given to using Albany for training for the general certificate. District hospitals have recently been visited by a subcommittee of the board. The subcommittee is engaged in planning a generalized basic curriculum.
- (2) There are no definite determinations, as yet.

MEDICAL PRACTITIONERS

Shortage in Country Areas

2. Mr. HALL asked the Minister for Health:

- (1) As there appears to be an acute shortage of doctors in country centres, what remedial measures has the Government in mind to ease the unsatisfactory position?
- (2) What is considered a balanced ratio of population per medical practitioner—
 - (a) city areas;
 - (b) country areas?
- (3) What towns are out of balance per head of population per medical practitioner and what are the names of the towns?

Albany Regional Hospital: Additional Appointment

- (4) Has the Government given consideration to the appointment of a resident medical officer in the Albany Regional Hospital and, if so, with what result?

Mr. ROSS HUTCHINSON replied:

- (1) There is no acute shortage of doctors in the country, but from time to time small country practices find difficulty in attracting doctors.

The Government assists local authorities in guaranteeing incomes to doctors in selected country areas.

- (2) (a) 1 to 900-1,000 inhabitants.
The city doctors include those in administrative posts and specialists practice and young doctors under training.
- (b) 1 to 2,000 inhabitants.
- (3) I am not aware of a town of 2,000 or more inhabitants without a doctor.
- (4) Yes, but the situation is at present adequately covered by private practitioners.

NURSES' TRAINING

Qualifications

3. Mr. HALL asked the Minister for Health:

- (1) What qualifications are necessary for females and males to enter the nursing profession under the headings—
 - (a) trainee nurses, three-year course, female;
 - (b) nursing aides, one-year course, female;
 - (c) trainee nurses, three-year course, male;
 - (d) nursing aides, one-year course, male?
- (2) Has there been any alteration in respect of qualifications laid down by the Public Health Department for persons seeking to enter the nursing profession? If so, what were the comparable requirements and qualifications for the years 1963, 1964, and 1965?

Mr. ROSS HUTCHINSON replied:

- (1) Regulations for entry to schools of nursing are the same for male and female.

GENERAL CERTIFICATE

(Male and Female)

(Reg. 22)

Age:— Minimum 17½ years.

(Reg. 43)

Education:— A third-year high school certificate of the Education Department of Western Australia, including the subjects of English and Arithmetic and either Geography, History, or Social Studies, and two other subjects from the following list: A Science subject (Science, Physics, Chemistry, Biology, Physiology, Hygiene), Home Science, Art, Music (4th Grade Practical and Theory—A.M.E.B.), a language, Algebra, Geometry, Geography, History,

Social Studies, Scripture, or such other qualification as the board deems to be an equivalent or higher qualification.

Provided also that notwithstanding the provisions of paragraph (d) of this regulation, the board may in respect of any application for admission made pursuant to this regulation before the 1st day of January, 1965, accept in lieu of the certificate referred to in that paragraph a second year high school certificate of the Education Department of Western Australia, including the subjects of English and Arithmetic and either Geography, History, or Social Studies, and two other subjects from the list referred to and set forth in that paragraph, if the applicant also completes vocational guidance tests to the satisfaction of the board.

AIDE CERTIFICATE

(Male and Female)

(Aide Regs.)

(Reg. 8)

Age:— 16½ years.

(Reg. 10)

Education:— At least 6th Standard Certificate of Education Department.

- (2) General Certificate:— The level in the above subjects has been changed from second year high school in 1963 to third year high school as from the 6th February, 1964. However, until the 1st January, 1965, applicants with second year high school level were still considered.

Aide certificate:— No change in education entry to aid training.

DRIVERS' LICENSES

Inclusion of Age

4. Mr. MOIR asked the Minister for Police:

- (1) Adverting to question 20 of the 5th August, will he not agree that compulsion is practised when a traffic department officer refuses to grant an initial motor driver's license to a person obviously over the age of 17 years and obviously under the age of 75 years solely for the reason that the person has not supplied his age for the purpose of display on the motor driver's license?
- (2) In view of the fact that this is not a requirement of the Traffic Act, will he issue instructions that this practice be discontinued?

- (3) Is he aware that when a Government departmental official at Kalgoorlie empowered to renew motor drivers' licenses does so without insisting on the driver's age being revealed, a circular purporting to be over the signature of the Commissioner of Police and in the following terms is forwarded to the motorist:—

Dear Sir/Madam,

A recent amendment to the Traffic Act makes it necessary for the age of all motor drivers to be recorded. When applying for a renewal of your license you omitted to show your date of birth. To avoid inconvenience your license has been renewed, and I would appreciate your co-operation by endorsing the date, month and year of your birth in the space provided above. On completion, the form should be posted to the above address or left at any police station or traffic office. ?

- (4) As this is obviously designed to convey the impression that the tendering of the information is obligatory, will he take steps to have this discontinued?
- (5) Regarding his reply to (2) and (3) of question 20, will he state precisely where the position of the date of birth particulars has been relocated?

Mr. CRAIG replied:

- (1) The Commissioner of Police is not aware of any instances where a person applying for an initial motor driver's license has objected to supplying his date of birth.
- (2) No.
- (3) The member's attention is invited to two facts: first, that the department has renewed licenses without the date of birth being quoted; and, secondly, the holder is invited to co-operate with the department by supplying information—there is no compulsion.
- (4) I do not agree that the letter infers compulsion and it is not intended to change the procedure.
- (5) The driver's license form supplied to the honourable member will show the present position; the previous position is shown in red. The complaints arose from the fact that the date of birth could be read through the envelope (No. 1). This envelope has been replaced by envelope No. 2.

"EXPORT ACTION" TELEVISION SESSION

Free Advertising Medium

5. Mr. FLETCHER asked the Minister for Industrial Development:

- (1) Is he in a position to inform the House whether exporters and others associated with the A.B.C. sessions of "Export Action" pay any fee for such A.B.C. time?
- (2) If no fee, why is this not at the expense of private enterprise TV stations, rather than at the expense of the taxpayers?
- (3) Since the A.B.C. is not otherwise available for commercial advertising, are not those manufacturers who avail themselves of "Export Action" time simultaneously obtaining free or cheap "local market" advertising at the expense of competitors in like commodities?

Mr. COURT replied:

- (1) to (3) The "Export Action" television series is promoted by the Commonwealth Government Department of Trade and Industry. Details of the arrangement with the A.B.C. and participating firms are not known.

The question of advertising for the local market is not a consideration as the objective of this nation-wide series is to stimulate interest among manufacturers, merchants and others in export trade, which trade is vital for national expansion and economic growth.

WATER SUPPLIES AT POINT SAMSON

Extension

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

- (1) Is he now in a position to give favourable consideration to extending the present water system at Point Samson to enable all houses at that centre to receive a reticulated water allotment?
- (2) Is it a fact that all that is required to enable this to be carried out is additional water storage capacity, and if so, will he take steps to make this available in view of the many years that the residents have been in need of additional water supplies?

Mr. COURT replied:

- (1) It is not proposed to increase the present commitments of the State Shipping Service in carting water to Point Samson.

- (2) No. The storage capacity at Point Samson is considered adequate to cope with the water which State ships are at present able to carry on an assured basis.

HARDIE TYRES

Use on Government Vehicles and Defects

7. Mr. BICKERTON asked the Premier:

- (1) Did the Government make a contract with the Hardie Rubber Company concerning the use of Hardie tyres on all Government vehicles? If so, what are the details of the contract and approximately how many tyres per year does the Government purchase from this firm?
- (2) Have any complaints been received from any of the drivers of Government vehicles or any other Government employee concerning the quality of the tyres, and if so, what are the details of the complaints?
- (3) Is it a fact that serious radial cracks have developed in some Hardie tyres, particularly on vehicles used extensively on country running, and if so, what action has been taken by the Government?

Mr. BRAND replied:

- (1) Yes. In consideration of the company establishing the tyre making industry in Western Australia, which it now operates at Guildford, the State agreed to give Hardie Rubber Company exclusive preference to Government business for a period of three years, provided that—

- (a) the price of tyres would be comparable with the prices charged in Melbourne and Adelaide;
- (b) the quality conformed to State normal specifications;
- (c) the normal conditions of sale were maintained;
- (d) delivery when or within such time required.

Approximately 7,000 tyres per annum are supplied.

- (2) Official reports are that the experience with Hardie tyres has been generally satisfactory and they are giving no more trouble than normally found with other makes of tyres.
- (3) No more than could be expected from any make of tyre.

It is pointed out that some Government vehicles are required to travel over roads in the outback

which would severely test the quality and performance of any tyre.

In all cases where there has been a tyre failure, the Government has approached the company and such tyre has been replaced free of cost.

MR. C. J. T. EIVERS

*Deputy Commissioner of Railways:
Length of Service*

8. Mr. DAVIES asked the Minister for Railways:

- (1) For what length of time was Mr. C. J. T. Eivers appointed to the position of Deputy Commissioner of Railways before he retired?

Retirement Allowances

- (2) At his retirement was Mr. Eivers paid all accrued and *pro rata* long service leave and annual leave at the commissioner's rate of pay?
- (3) What period of leave was due to Mr. Eivers?
- (4) What was the total amount of money he received for annual and long service leave and what would have been the amount had Mr. Eivers been paid at the rate of salary for his former position as Secretary for Railways?

Mr. COURT replied:

- (1) 1st April, 1965 to date of retirement on the 23rd April, 1965.
- (2) No. All leave was paid for at the salary applicable to senior administrator.
- (3) 68½ weeks, including *pro rata* leave due.
- (4) (a) Amount actually paid for leave was £6,582 17s. 9d.
(b) This amount was calculated at the rate for his substantive position of senior administrator.

By way of explanation, the honourable member asked for the difference between the amount paid and what would have been the position in this officer's former position as secretary. In view of the answers given to the earlier question I think the reference to senior administrator is more correct; but if he wants the other figures I can arrange to have them supplied.

TECHNICAL EDUCATION

*Tertiary Training: Appointment of
Committee of Inquiry*

9. Mr. RHATIGAN asked the Premier: Since the Martin report on Education has now been released, will he advise the House when he will

set up the proposed committee of inquiry into the needs of technical tertiary training in this State as he promised during the last election campaign?

Mr. BRAND replied:

Consideration has been given to the Martin report and I hope to make an announcement in the near future.

RESERVE No. 24006

Classification

10. Mr. NORTON asked the Minister for Lands:

Is Reserve No. 24006 a Class "A" reserve and, if so, on what date was it gazetted?

Mr. BOVELL replied:

Reserve No. 24006, comprising Roebourne Lot 392; is not a Class "A" Reserve.

On the 13th August, 1954, it was created a reserve for "Playground and Park" and vested in the Shire of Roebourne for this purpose.

Vesting and Location

11. Mr. NORTON asked the Minister for Fauna:

- (1) Is Reserve No. 24006 vested in his department?
- (2) If so, on what date was it vested in his department and for what purpose?
- (3) Where is this reserve located and what specific land does it embrace?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) It is vested in the Shire of Roebourne for the purposes "Playground and Park."
- (3) It is located in the Roebourne townsite and embraces about 1 rood and 10 perches.

RAINFALL IN GASCOYNE AREA

*Carnarvon Statistics and Gascoyne
River Flow*

12. Mr. NORTON asked the Minister for Works:

- (1) What was the annual rainfall for Carnarvon for each year since 1944?
- (2) How many times did the Gascoyne River flow to the sea in each of the years since 1944, and in what months?

Mr. ROSS HUTCHINSON replied:

(1) and (2) Year	Rain- fall (points)	Number of flows	Months
1944	697	<i>Nil</i>	
1945	684	3	February, June, August.
1946	708	2	February, March.
1947	1,343	3	March, May, July.
1948	631	4	February, March, April, June.
1949	1,430	2	February, May.
1950	461	<i>Nil</i>	
1951	982	1	June.
1952	1,173	2	January, May.
1953	1,508	3	March, May, June.
1954	471	1	June.
1955	419	1	February.
1956	914	<i>Nil</i>	
1957	776	2	February, June.
1958	1,164	4	January, March, May, June.
1959	419	<i>Nil</i>	
1960	1,208	2	February, July.
1961	680	3	January, February, April.
1962	959	2	February, June.
1963	2,189	3	January, February, June.
1964	942	2	April, June.
1965	....	5	March, May, June (twice), August.

TRAFFIC CONTROL IN COUNTRY AREAS

Duties of Police and Local Authorities

13. Mr. GRAHAM asked the Minister for Traffic:

In districts outside the metropolitan traffic area, what traffic duties are undertaken by the police and local authorities respectively:—

(1) Where—

- (a) fatalities occur;
- (b) smashes take place, accompanied by serious personal injuries;
- (c) drivers are obviously under the influence of alcohol, or for other reasons require to be arrested?

(2) In other aspects of control and enforcement?

Mr. CRAIG replied:

- (1) (a) and (b) A copy of Circular Order Instructions issued by the Commissioner of Police is attached for the information of the honourable member.
- (c) If drivers are observed by police obviously under the influence of alcohol, they will act within the provisions of section 32 of the Traffic Act. Should a report be received from any other person of a driver in such a condition, police will make the necessary inquiries with a view to his apprehension.

Traffic inspectors have similar powers of arrest for offences under section 32 of the Act.

- (2) Attached is a copy of a Special Order published in the *Government Gazette* of 1951 at page 1331. Police in country districts take action in cases involving dangerous driving, driving under the influence of liquor, driving under suspension, and unlawfully assuming control of a motor vehicle.

Generally speaking, all other aspects of control and enforcement are undertaken by the local authorities.

Documents Attached to Reply

Traffic Accidents Outside the Metropolitan Traffic Area:

The following instructions, intended clearly to define the duties which the Police shall undertake in relation to traffic accidents which take place outside the Metropolitan Traffic Area, shall be observed by all Officers.

Whenever a report is received at a Police Station concerning a traffic accident, which has occurred outside the Metropolitan Traffic Act, the procedure following will be adopted.

(1) Fatal Accidents—In all cases where death has occurred or is likely to occur as a result of a traffic accident, the Police will attend the scene, note and take measurements of any marks shown on the road, including the point of impact if this can be established, note damage to vehicles and if practicable have photographs taken of the vehicles and scene of the accident.

If deemed necessary, the vehicle should be impounded.

(2) Serious Accidents—Involving injuries to persons. The local authority in whose district such accident occurs is to be immediately informed of same.

(3) Accidents Where Persons Injured—Where a person has been so injured as to necessitate his removal to, and detention in a hospital, or other place, the Police will commence to carry out the same full preliminary investigation as is required for a fatal accident, but the extent to which they will pursue same will be governed by the nature of the reports of the medical officers on the condition of the injured person. Such reports will be obtained from the hospital or medical officer periodically and should the injured person be removed for treatment to

another district, the file to be forwarded through the District Officer to that district and progress reports continued until—

- (a) It is clear that there is no likelihood of the injuries sustained in the accident proving fatal, in which case the file will be sent to the District Office for further attention as set out hereafter.
- (b) if death ensues, the file will be completed in all details for submission to the Coroner as set out in paragraph (1).

In all other cases—In all other accident cases where neither death nor serious injury has resulted, the Police will not attend the scene, but if a report is made to them, in accordance with the requirements of the Traffic Act they will obtain from the person making the report such information as is available concerning the names and address of the parties involved, the registered numbers of the vehicles, locality in which the accident occurred, the direction in which the respective vehicles were travelling prior to the accident, and any other relevant details.

The drivers' licenses should be sighted if available.

The drivers of the vehicles or the persons making the report should then be instructed to report the accident in writing or verbally to the local authority in whose district it occurred.

A short report embodying these details shall in all cases be prepared by the Police Officer and forwarded to his District Officer and at the same time he shall forward a copy of such report to the local authority concerned for such further inquiry or action as that authority deems necessary.

In all accidents involving death or injury to person, the form Statistical H11. "Report of the Road Traffic Accident" shall be completed by the Police and furnished to the Traffic Office, Perth. In cases where death or injury has not occurred, the completion of form Statistical H11 should be carried out by the Local Authority. When a fatal or serious accident occurs in a country area it is most IMPORTANT that the form Statistical H11 be forwarded PROMPTLY to the Officer-in-Charge, Traffic Office, Perth.

The Statistical H11 form must not be held at station pending completion of other papers concerning the accident.

If a Statistical H11 form has been forwarded giving details of a serious accident and an injured person later dies, a second form is to be forwarded, showing the details and reference made to the first form forwarded.

If no Statistical H11 form has been forwarded from a Police Station outside the metropolitan area during any one month the Officer-in-Charge is to forward a "NIL" return to the Traffic Office, Perth.

TRAFFIC ACT, 1919-1950

Special Order Authorising Members of the Police Force to Perform Certain Duties as Inspectors.

Police Department,
Perth, 15th May, 1951.

UNDER subsection (4) of Section 22 of the Traffic Act, 1919-1950 (as approved for reprint on the 20th February, 1950, in Volume 3 of the Reprinted Acts of Parliament of Western Australia, 1950) I, Thomas Herman Andersen, Commissioner of Police, hereby order that all members of the Police Force may in all municipal and road districts outside or partly outside the Metropolitan Traffic Area as prescribed from time to time under the said Act and the regulations made thereunder exercise and perform the duties of inspectors in relation to the making of all enquiries and investigations necessary to lay a complaint, the laying of complaints and the conduct of proceedings in respect of any offence against the said Act or Regulations which may have been committed at the date of his Order or shall hereafter be committed.

Dated this 15th day of May, 1951.

T. ANDERSEN,
Commissioner of Police.

DENTAL TREATMENT AT FREMANTLE

Juveniles: Post-operative Facilities

14. Mr. FLETCHER asked the Minister for Health:

- (1) Is he aware that subject to arrangements with Fremantle City Council, accommodation exists at Fremantle Health Clinic, which could be made available to the adjacent Gustafson Dental

Clinic for post-operative juvenile patients requiring general anaesthetic at that clinic?

- (2) In view of his previous reply to my earlier question—

(a) that such patients would cause a duplication of staff and facilities existing at Perth, and

(b) in view of his undertaking to make inquiries and further advise,

is he in a position to make a statement?

- (3) Am I correctly informed that owing to demand, two juvenile post-operative patients occasionally occupy the same bed at the Perth Clinic?

- (4) If the answer is in the affirmative, and on the assumption that Fremantle patients contribute to the demand at Perth and the progressive increase in Fremantle area population, will he consider making available—

(a) full treatment including anaesthetic;

(b) occasional treatment as in (a);

at the address mentioned?

Mr. ROSS HUTCHINSON replied:

- (1) and (2) No; but the provision of post-operative facilities adjacent to the Gustafson Clinic would not help with the problem of providing a general anaesthetic service at Fremantle.

The welfare of the patient is the main consideration in referring patients to the Perth Dental Hospital from the Gustafson Dental Clinic for extractions under general anaesthesia.

The policy of the Perth Dental Hospital is that extractions under general anaesthesia are treated as a specialty and are undertaken under conditions under which all elective surgery is done, namely: that all known risks are eliminated before the treatment is undertaken—

by the preparation of the patients pre-operatively;

the use of the most up-to-date equipment by the specialist-anaesthetist; and

in the case of unforeseen circumstances, in regard to the patient's reaction to the anaesthetic or difficulties that may occur in regard to extractions.

For these reasons it is considered that this treatment should be undertaken in a well-equipped

theatre with adjacent post-operative facilities which could not be provided at the Gustafson Clinic.

- (3) Yes, but the occasional occupying of beds by two juvenile patients does not affect the clinical efficiency of the post-operative treatment.

- (4) Answered by (1) and (2).

EQUAL PAY FOR THE SEXES

Government Policy

15. Mr. TONKIN asked the Minister for Education:

- (1) Is it not a fact that the Government has stated a number of times that it is not opposed to the principle of equal pay for equal work?

- (2) Is the Government in favour of the principle?

- (3) How does the Government justify its instructions to the Education Department's advocate to oppose the claim of the Teachers' Union for equal pay?

Mr. LEWIS replied:

- (1) and (2) The Government has stated that it is not opposed to the principle of equal pay for equal work but it believes that a decision on this principle should be made by the Industrial Commission, which is the supreme statutory authority concerned with general conditions of employment.

- (3) The department's advocate was instructed to take the stand that a decision on the principle of equal pay for equal work should not be made by a tribunal which deals only with a small section of the State Government's employees but rather that such a decision should emanate from the State's supreme arbitration authority.

DREDGE "SIR JAMES MITCHELL"

Watchman: Employment from Sunset to Sunrise

16. Mr. TONKIN asked the Minister for Works:

- (1) When was the dredge *Sir James Mitchell* moved to a position in the fishing boat harbour at Fremantle?

- (2) Since taking up her position, why has the vessel not had a watchman aboard from sunset to sunrise as required by law?

- (3) From what source does the Government derive the authority to enable it to excuse a shipowner from complying with his statutory obligations?
- (4) Is this a further example of the Government's thinking that where an amendment of the law is under consideration there is no obligation upon it to observe the existing law?

Mr. ROSS HUTCHINSON replied:

- (1) The 4th August, 1965.
- (2) to (4) The regulation which requires a watchman to be on board from sunset to sunrise is an outdated one and has never been enforced in fishing boat harbours. If it were enforced it would mean that every boat, irrespective of size, within the fishing boat harbour would have to be manned during the night. This would be impracticable and foolish to enforce.

Mr. Tonkin: Only vessels over 350 tons.

Mr. ROSS HUTCHINSON: No; it is not. Research is being carried on at present to see which of these outdated regulations can be repealed or amended in the light of present-day thinking.

ELECTRICITY CHARGES: NEW METHOD

Effect on Revenue

17. Mr. TONKIN asked the Minister for Electricity:

- (1) Was the total reduction in revenue resulting from the new method of charging introduced on the 1st October last and which was stated in July to be approximately £130,000 per year and is currently said to be £150,000 a year a net reduction or is it offset by substantial savings in expenditure?

Effect on Pensioners and Widows

- (2) Is it realised that in the main it is the pensioners and widows who are penalised as a result of the adoption of the new method?
- (3) Is this not most inequitable in the circumstances?

Mr. BOVELL (for Mr. Nalder) replied:

- (1) The new method of charging for electricity was introduced on the 1st October, 1963, and based on sales figures for the year ended the 30th June, 1963. The reduction to the consumer at this time was estimated to be £130,000. The figure of £150,000 is based on current sales over an increased number of consumers.

- (2) All consumers who use a small amount of electricity are slightly affected.
- (3) No. Electricity rates are low for small consumers in this State.

18. *This question was postponed.*

NUCLEAR POWER

Use by Government

19. Mr. HAWKE asked the Premier:

Has the Government any present intention of allowing the use of nuclear power for any public work or other project being developed or to be developed in Western Australia in the foreseeable future?

Mr. BRAND replied:

No decision has been made or is required at this juncture in respect of nuclear energy for any public work or other project in this State.

Approaches were made to the Government about the feasibility of using nuclear energy, as developed by the United States Atomic Energy Commission Flowshare Organisation, for purposes of developing a major port in the vicinity of the mouth of the Robe River. The matter was passed to the Commonwealth Government for consideration.

The Commonwealth is the only authority that can discuss such a matter officially with the Government of the United States of America.

When the result of the Commonwealth's study of the matter is advised to us, we will consider all aspects of any proposal before making a decision.

The foregoing is independent of any consideration of nuclear energy for power generation which is in a different category. World developments in this field are kept under review although there are no proposals currently before the State Government for nuclear power stations.

RECREATION RESERVE AT WEMBLEY DOWNS: LAND RELEASED

Extent and Previous Owner

20. Mr. GRAHAM asked the Premier:

- (1) Is it a fact that the Government has released about 3½ acres in the Wembley Downs area for a recreation reserve?
- (2) By whom was such land owned or in whom was it vested and for what purpose?

Market Value

- (3) What is the estimated market value of the land?

Reasons for Release

- (4) Was the decision to release this land made on account of the action of the Minister for Town Planning in having allowed the Hale School authorities to sell their land instead of making provision for public open space as is the usual requirement of subdividers?
- (5) If not, for what reasons?

Adequacy and Suitability

- (6) Does he consider the area now made available by the Government, and being on the extreme southern boundary of Wembley Downs adjoining about 1,000 acres of public open space, to be a satisfactory substitute for a more centrally situated site which would and should have been available except for the Minister's action?
- (7) In view of the fact that Wembley Downs comprises approximately 1,000 home sites and there is only one other reserve suitable for playing fields, but which is being developed for tennis and bowls, does he consider the district is now reasonably catered for in the matter of recreation areas?

Mr. BRAND replied:

- (1) Yes.
- (2) This area was part of an extensive undeveloped broad acre holding owned by the State Housing Commission.
- (3) to (5) After inspection of the residential and recreational development to the west of Churchlands had shown it would be desirable to augment the existing open space in the southern sections, and as the commission would be required to provide land for public open space when it subdivided Churchlands, the Government decided to add the area of 3½ acres to the existing Reserve 25999 of 2 acres 3 roods 36 perches, which is substantially developed for recreational use by local residents. This area will constitute part of the open space provisions to be made by the commission as a condition of approval of the Churchlands subdivision.
- (6) The land is not regarded as a substitute.
- (7) Yes. I believe this meets with the general requirements of recreational areas.

IRON ORE DEPOSITS AT DEEPDALE*F.O.B. Prices of Products*

21. Mr. GRAYDEN asked the Minister representing the Minister for Mines:

If and when Deepdale iron ore is processed in that area by B.H.P. and pelletised or subjected to some other similar process, what is an approximate estimate of the f.o.b. value of the various grades of pellets or other material likely to be produced?

Mr. BOVELL replied:

No sales contracts for Deepdale pellets are known to be held by B.H.P. at this stage, but based on estimates of costs of mining, transport, pelletising, and handling and the prices negotiated by others who have letters of intent for export pellets from similar ore, the current f.o.b. price could approximate £5 5s. per ton.

The iron content and destination of the pellets would have a bearing on this figure.

GAS SUPPLIES*Charges to Consumers*

22. Mr. DAVIES asked the Minister for Electricity:

- (1) When was the 9s. per quarter service charge applied to consumers' gas accounts?
- (2) Is this a flat rate applied to all gas accounts?
- (3) Approximately how many consumers' gas accounts does the State Electricity Commission have?
- (4) What are the charges for gas at present?
- (5) What were the charges for gas before the introduction of a service charge?
- (6) What increased revenue is expected in one year from the new method of assessing charges?
- (7) What other States apply a charge or charges similar to the service charge?

Mr. BOVELL (for Mr. Nalder) replied:

- (1) On all gas accounts issued on and after the 1st June, 1965.
- (2) All gas consumers are charged 9s. per quarter as part of the new method of charging.
- (3) 44,440.
- (4) First 3,000 units per month—1.5d. per unit.
All over 3,000 units per month—1.0d. per unit.
- A standing charge of 3s. per month and all metered units are charged to all consumers.

- (5) First 7,000 units per month—
1.55d. per unit.
Next 7,000 units per month—
1.50d. per unit.
Next 7,000 units per month—
1.40d. per unit.
All over 21,000 units per month—
1.30d. per unit.
- (6) Approximately £50,000.
- (7) Victoria.
Tasmania.
South Australia.

STATE ELECTRICITY COMMISSION ACCOUNTS

Charges: Itemisation

23. Mr. DAVIES asked the Minister for Electricity:

- (1) Is he aware that State Electricity Commission accounts issued to consumers do not show the charge per unit of electricity?
- (2) When was this practice discontinued?
- (3) What was the reason for such action being taken?
- (4) Would it not be reasonable to show the cost per unit of electricity so that consumers can check the calculation of accounts?

Mr. BOVELL (for Mr. Nalder) replied:

- (1) Yes.
- (2) Approximately 15 years.
- (3) and (4) The capacity of the billing machine in use would not allow the printing space required to show the rates when assessed to the second decimal place.

BUILDERS' REGISTRATION ACT

Subcontractors: Registration

24. Mr. W. HEGNEY asked the Minister for Works:

Will he give consideration to the matter of amending the Builders' Registration Act to provide that subcontractors must be registered after having passed the appropriate examinations?

Mr. ROSS HUTCHINSON replied:

It is intended to give consideration to a number of proposals for amending the Builders' Registration Act next session and this matter will be included.

LONG SERVICE LEAVE FOR GOVERNMENT EMPLOYEES

Reciprocal Agreement with Commonwealth

25. Mr. W. HEGNEY asked the Premier:

- (1) Will he give consideration to the matter of entering into a reciprocal agreement or arrangement

with the Commonwealth Government for long service leave for employees transferring from one to the other service?

- (2) Have any representations been made to him by any industrial organisation (State or Federal) in connection with this matter?

Mr. BRAND replied:

- (1) This matter has received some consideration in relation to reciprocity, not only with the Commonwealth but with other States. A decision has not yet been made.
- (2) There is no record of any such approach.

INDUSTRIAL COMMISSION

Jurisdiction: Extension

26. Mr. W. HEGNEY asked the Minister for Labour:

- (1) Will he give favourable consideration to the matter of extending the authority of the Industrial Commission to enable it to—

(a) grant retrospectivity, when considered justified, with respect to delivery of awards;

(b) control labour only sub-contract work?

- (2) If the reply to (1) is "No" wholly or in part, what is the reason?

Mr. O'NEIL replied:

- (1) No.
- (2) In regard to (1) (a) prompt action by unions in approaches to the Industrial Commission should result in no undue delay.

In regard to (1) (b) as there is no relationship of master and servant in these contracts, it is not considered that this is a matter which should be subject to the jurisdiction of the Industrial Commission.

LAND AT KUNUNURRA

Release of Blocks

27. Mr. RHATIGAN asked the Minister for Lands:

- (1) Will any blocks be auctioned for sale this year at Kununurra?
- (2) If so, what is the number of—
(a) residential;
(b) business,
and where are these blocks sited?

Mr. BOVELL replied:

- (1) Yes.
- (2) (a) It is expected that 10 residential sites in Konkerberry Drive and River Fig Avenue will be submitted to auction within two months.

- (b) 18 business sites in the area bounded by Konkerberry Drive, Messmate Drive, and River Fig Avenue are at present being surveyed for release later this year.

HAWKER SIDDELEY BUILDING SUPPLIES

Cutting of Permissible Intake of Timber

28. Mr. ROWBERRY asked the Minister for Forests:

- (1) Has the firm of Hawker Siddeley Building Supplies again failed to cut the permissible intake in the timber mills owned by the firm in this State in the year 1964-65?
- (2) If so, in what timber mills?
- (3) What is the permissible intake in each mill owned by the firm?
- (4) If the actual intake fell short of the permissible intake, in any mill, by what percentage did it so do?
- (5) How much less than 60 per cent. of the permissible intake does this represent—
 - (a) in loads;
 - (b) in royalties?
- (6) Will the firm be charged for the amount by which the actual intake falls short of the permissible intake in accordance with the provisions of the Forests Act and regulations?

Mr. BOVELL replied:

- (1) Yes.
- (2) Pemberton.

Loads per annum.

- | | |
|------------------------|--------|
| (3) Shannon River | 32,000 |
| Pemberton | 50,040 |
| Kent River | 6,000 |
| Buckinghams | 9,600 |
| Banksiadale | 37,500 |
| Dwellingup | 17,000 |
| Worsley | 9,000 |
| Manjimup | 38,000 |
- (4) The only mill where the actual intake fell below the permissible to any degree was at Pemberton where it was down to 50 per cent.
 - (5) (a) 4998.2 loads.
(b) £4,498 7s. 9d.
 - (6) Yes. An account for the above amount has already been rendered.

MINING RESERVES

North of 26th Parallel: Details

29. Mr. BICKERTON asked the Minister representing the Minister for Mines:

- (1) Will he supply a list of the mining reserves held above the 26th parallel showing in each case—
 - (a) location;
 - (b) minerals concerned;
 - (c) by whom held;
 - (d) period for which reserve was granted;
 - (e) date of expiration of reserve?

Murchison Area: Details

- (2) Will he supply similar information for the Murchison area?

Mr. BOVELL replied:

- (1) and (2) The information desired is as follows:—

LIST OF MINING TENEMENTS GRANTED FOR IRON ORE AS AT 30th JUNE, 1965

(M.L. = Mineral Lease ; T.R. = Temporary Reserve ; M.C. = Mineral Claim)

Name and Address	Tenement Number	Area (Sq. Miles)	Locality	Map Sheet
Bell Bros. Pty. Ltd., 136 Great Eastern Highway, South Guildford	T.R. 1991H	50	Pompey's Pillar	18
	2385H	50	Pompey's Pillar	18
	2386H	50	Pompey's Pillar	18
Total	3	150		
D. F. D. Rhodes Pty. Ltd., Tate Street, Welshpool, and Albert G. Sims Ltd., Price Street, Subiaco	T.R. 1988H	50	Nimingarra	14
D. F. D. Rhodes Pty. Ltd., Tate Street, Welshpool	T.R. 1987H	5	Yarri	14

LIST OF MINING TENEMENTS GRANTED FOR IRON ORE—continued.

Name and Address	Tenement Number	Area (Sq. Miles)	Locality	Map Sheet
Consolidated Gold Fields (Australia) Pty. Ltd., Cyprus Mines Corporation, Utah Construction and Mining Company, c/o Mt. Goldsworthy Mining Associates, 214 St. George's Terrace, Perth	M.L. 3SA	16	Mt. Goldsworthy	14
	T.R. 2574H	49	Mt. Goldsworthy	14
	2584H	49·6	Mt. Goldsworthy	14
	2585H	50	Mt. Goldsworthy	14
	2691H	15·43	Yarri ....	....
	2692H	1·25	Yarri ....	....
	2693H	2·80	Yarri ....	....
	2694H	6·4	Yarri ....	....
	2698H	5·12	Strelley Gorge ....	....
	2699H	5·6	Strelley Gorge ....	....
	2708H	3·00	Marble Bar	14
	2709H	3·84	Marble Bar	14
	2710H	5·40	Marble Bar	14
	2711H	1·20	Marble Bar	14
	2712H	6·72	Marble Bar	14
	2713H	10·40	Marble Bar	14
	2714H	17·50	Marble Bar	14
	2715H	10·00	Mt. Goldsworthy	14
	2716H	4·00	Mt. Goldsworthy	14
	2717H	4·00	Mt. Goldsworthy	14
	3156H	650·00	Mt. Robinson	14
Total	21	917·26		
The Broken Hill Proprietary Coy. Ltd., 37 St. George's Terrace, Perth	M.L. 2SA	40·24	Koolyanobbing and Mt. Bungabin	5
	T.R. 2045H	4	Koolyanobbing	5
	2030H	50	Duck Creek	13
	2031H	50	Duck Creek	13
	2033H	50	Duck Creek	13
	2037H	50	Duck Creek	13
	2115H	50	Hamersley Range	13
	2300H	50	Hamersley Range	13
	2301H	50	Hamersley Range	13
	2302H	50	Hamersley Range	13
	2303H	50	Hamersley Range	13
	2304H	50	Hamersley Range	13
	2305H	50	Hamersley Range	13
	2346H	40	Hamersley Range	13
	2348H	40	Hamersley Range	13
	3358H	600	Roy Hill	14
	3359H	50	Yandicoogina	14
Total	17	1,324·24		
Hamersley Iron Pty. Limited, 95 Collins Street, Melbourne	T.R. 2702H	1,506·52	Hamersley Range	13 and 14
	2703H	1,199·09	Hamersley Range	13 and 14
Total	2	2,705·61		
Mt. Newman Iron Ore Company Limited, Cairns House, cnr. Thomas and Richardson Streets, West Perth	T.R. 3225H	400	Opthalmia Range	11
	3226H	258	Opthalmia Range	11 and 14
	3227H	100	Opthalmia Range	11
Total	3	758		
Iron Hill Pty. Ltd., c/o A. Macdougall, 19 Karoo Street, South Perth	T.R. 2149H	49	Yalgoo	4

LIST OF MINING TENEMENTS GRANTED FOR IRON ORE—continued.

Name and Address	Tenement Number	Area (Sq. Miles)	Locality	Map Sheet
Basic Materials Co. Pty. Limited, 167 St. George's Terrace, Perth	T.R. 2400H	9.2	Hamersley Range	13
	2401H	9.6	Hamersley Range	13
	2402H	6.1	Hamersley Range	13
	2403H	8.8	Hamersley Range	13
	2404H	12.8	Hamersley Range	13
	2405H	5.6	Hamersley Range	13
	2406H	6.1	Hamersley Range	13
	2407H	5.0	Hamersley Range	13
	2408H	10.3	Hamersley Range	13
	2409H	9.0	Hamersley Range	13
	2410H	15.3	Hamersley Range	13
	2411H	50	Hamersley Range	13
	2412H	5.4	Hamersley Range	13
	2413H	10.1	Hamersley Range	13
	2414H	11.9	Hamersley Range	13
	2415H	33.3	Hamersley Range	13
	2416H	22.8	Hamersley Range	13
	2417H	14.7	Hamersley Range	13
Total	18	246		
A. C. Acton & W. P. Coleman, P.O. Box 29, Ravensthorpe	T.R. 2357H	5.0	Ravensthorpe Range	2
Western Mining Corporation Limited, 6 Sherwood Court, Perth	T.R. 1969H	50	Mt. Jackson	5
	1970H	50	Die Hardy Range	5
	1971H	50	Die Hardy Range	5
	1972H	50	Tallering Peak	7
	1973H	50	Morawa	4
	2633H	50	Morawa	4
	2634H	50	Morawa	4
	2756H	67.5	Morawa	4
	M.C. 878H	0.47	Morawa	
	1006H	0.47	Morawa	
Total	10	418.44		
Mineral Mining & Exports (W.A.) Pty. Ltd., 55 St. George's Terrace, Perth	M.C. 766H	....	Scott River ....	....
	to 778H (inclusive)	....	Scott River ....	....
	820H to 856H (inclusive)	....	Scott River ....	....
	880H	....	Scott River ....	....
Total	51	23.85		
Australian Iron & Steel Limited, 37 St. George's Terrace, Perth	M.L. 10-12	....	Cockatoo Island ....	....
	43	....	Cockatoo Island ....	....
	50-66	....	Koolan Island ....	....
	67-68	....	Irvine Island ....	....
Total	23	1.18		

TEMPORARY RESERVES FOR MINERALS OTHER THAN IRON

No.	Holder	Area	Locality	Mineral	Period	Expiry Date
1691H	West Australian Petroleum Pty. Ltd.	sq. mls. 2,886	Broome	Salt, Potash and other evaporites, Sulphur and assorted Minerals	6 years	22/2/66
2356H	Broken Hill Proprietary Co. Ltd.	91.5	Exmouth Gulf	Limestone	4 years	22/10/65
2448H	New Consolidated Goldfields (A'sia) Pty. Ltd.	96	Thadooda Hill	Copper, Lead and Zinc	4 years 6 months	8/8/66
2657H	Australian Blue Asbestos Pty. Ltd.	acres 5,100	Wittenoom Gorge	Blue Asbestos	3 years	21/1/66
2661H	South-Western Mining Ltd.	sq. mls. 3,000	Blackstone Range	Nickel minerals and minerals associated or combined therewith	2 years 6 months	10/8/65 (Renewal application lodged)
2686H	Pickands Mather & Co. International	14,100	Kimberley	All minerals except Gold, Iron, Oil and Gas	4 years	30/6/67
2687H	do. do. do.	14,000	do.	do. do. do.	do.	30/6/67
2722H	Westfield Minerals W.A. N.L.	48	Yannery Hills	Copper	2 years 2 months	25/1/66
2723H	do. do. do.	12	Glenroebourne	Copper and Cobalt	do.	25/1/66
2724H	do. do. do.	305	Wyloo	Silver, Lead, Copper and Chromite	do.	25/1/66
2729H	do. do. do.	200	Mt. Vernon	Copper, Lead, Zinc and Nickel	do.	25/1/66
2730H	do. do. do.	100	Mulgul	Lead and Silver	do.	25/1/66
2752H	Australian Blue Asbestos Pty. Ltd.	64	Yampire Gorge	Asbestos	2 years	21/1/66
2902H	Australian Selection (Proprietary) Ltd.	125	Gabarintha	Copper, Lead, Zinc and Nickel	1 year 5½ months	31/12/65
2904H	Geotechnics Australia Pty. Ltd.	21	do.	Copper	1 year 7 months	21/1/66
2923H	Australian Blue Asbestos Pty. Ltd.	18	Wittenoom Gorge—South-east of	Asbestos	do.	21/1/66
2924H	Ashburton Exploration Co. Pty. Ltd.	63	Ashburton River	Copper, Silver and Lead	1 year 3 weeks	25/7/65 (Renewal application lodged)
2974H	Westfield Minerals (W.A.) N.L.	25	Sherlock	Asbestos	1 year 4 months	25/1/66
2975H	do. do. do.	32	Monte Carlo	Copper, Lead and Silver	do.	25/1/66
2976H	do. do. do.	16	Range Station	Copper, Lead	do.	25/1/66
2977H	do. do. do.	25	Kumarina	Copper	do.	25/1/66
3004H	The Mount Magnet Shire Council	acres 12	Mount Magnet	Water for swimming pool	Indefinite	....
3053H	Hammersley Iron Pty. Ltd.	sq. mls. 731	King Bay	Limestone, Limesands and Shellgrits	6 months	31/8/65
3112H	Francis Henry Jones	30	Horseshoe Lights	Copper	1 year 3 weeks	31/12/65
3122H	C.R.A. Exploration Pty. Ltd.	133	Fitzroy Crossing—20 miles south-east of	Silver, Lead, Zinc and Copper	6 months	8/8/65 (Renewal application lodged)
3126H	Robert Zincraft Jesse Humphrys	acres 300	Ilgarari	Copper	12 months	16/11/65
3128H	Reginald Boswell Synnot and Norman Jarvis Allen	300	Jimblebar	do.	7 months	14/8/65
3129H	do. do. do.	300	Ilgarari	do.	do.	14/8/65
3133H	Geotechnics (Aust.) Pty. Ltd.	300	Gabarintha	Gold	12 months	21/1/66
3150H	Alliance Petroleum (Aust.) N.L.	sq. mls. 17,300	Constance Hedland—Lake Disappointment	Evaporite minerals, including Potassium compounds, Rock Salts, Gypsum, Anhydrite, Apatite and associated Phosphate and Sulphur minerals	do.	14/3/66
3162H	Phosphate Exploration Co.	143	Exmouth Gulf area	Phosphate and Phosphatic minerals	do.	14/3/66
3163H	do. do. do.	52	do. do.	do. do. do.	do.	14/3/66
3164H	do. do. do.	18	Minilya Station	do. do. do.	do.	14/3/66
3165H	do. do. do.	132	Wandagee Station....	do. do. do.	do.	14/3/66
3166H	do. do. do.	110	Middalya Station	do. do. do.	do.	14/3/66
3167H	do. do. do.	30	Wandagee Station....	do. do. do.	do.	14/3/66
3168H	do. do. do.	52	do. do.	do. do. do.	do.	14/3/66
3169H	do. do. do.	140	Gascoyne Junction	do. do. do.	do.	14/3/66
3170H	do. do. do.	65	do. do.	do. do. do.	do.	14/3/66
3174H	Electrolytic Zinc Co. of Australasia Ltd.	4,800	Lyndon River	Phosphates	do.	14/6/66
3179H	Heine Brothers (Aust.) Pty. Ltd.	47.8	Carnarvon—South of	Solar Salt	do.	9/2/66
3180H	do. do. do.	acres 55	Babbage Island, Carnarvon	do.	do.	9/2/66

TEMPORARY RESERVES FOR MINERALS OTHER THAN IRON—continued

No.	Holder	Area	Locality	Mineral	Period	Expiry Date
3181H	Heine Brothers (Aust.) Pty. Ltd.	sq. mls. 16.5	Carnarvon—North of	Solar Salt	12 months	9/2/66
3182H	do. do. do.	acres 400	Broome Townsite—West of	do.	do.	9/2/66
3183H	do. do. do.	sq. mls. 6.1	Broome Townsite—North-east of	do.	do.	9/2/66
3194H	Cyanamid Australia Pty. Ltd.	4,200	Carnarvon to Cape Curiar	Phosphate	do.	14/3/66
3195H	do. do. do.	6,400	Dampier Downs area	do.	do.	14/3/66
3222H	Whim Creek Consolidated N.L.	33	Whim Creek	Copper, Lead, Silver and Zinc	6 months	23/11/65
3229H	Hamersley Iron Pty. Ltd.	240	King Bay	Solar Salt	do.	20/10/65
3234H	I.M.C. Development Corporation	1,495	Mininya	Phosphate minerals	12 months	6/5/66
3235H	Leslie Salt Co.	150	Port Hedland	Solar Salt	6 months	6/11/65
3237H	Francis Henry Jones	300	Horsehoe Lights	Copper	3 months	31/8/65
3374H	Cyprus Mines Corporation, Utah Construction and Mining Company & Consolidated Gold Fields (Australia) Pty. Ltd.	125.7	Port Hedland	Limestone	10 months 2 weeks	22/4/66
3375H	do. do. do.	125.7	do.	do.	do.	22/4/66
2295H	do. do. do.	1,430	do.	Sand and Limestone	12 months	22/4/66
3396H	do. do. do.	60	do.	Quartzite	do.	22/4/66
3426H	Premier Properties Pty. Ltd.	sq. mls. 283	Mt. Marmion	Coal	do.	29/7/66
3427H	do. do. do.	108	Kimberley Downs	do.	do.	29/7/66
3428H	do. do. do.	217	Ellendale	do.	do.	29/7/66
3429H	do. do. do.	117	Mt. Anderson	do.	do.	29/7/66
3430H	do. do. do.	184	Liveringa	do.	do.	29/7/66
3431H	do. do. do.	60	do.	do.	do.	29/7/66
3432H	do. do. do.	36	do.	do.	do.	29/7/66
3433H	do. do. do.	224	Kalyceda	do.	do.	29/7/66
3434H	do. do. do.	57	Nerrima	do.	do.	29/7/66
3439H	Associated Minerals Pty. Ltd.	35	Marsh Hill	Gypsum	6 months	14/1/66
3445H	Oro Grande Lime & Stone Co.	144	Mt. Hardman	Phosphate, Copper, Lead, Zinc and Tin	12 months	14/7/66
3446H	do. do. do.	...	Nerrima	do. do. do.	do.	14/7/66
3447H	do. do. do.	433	Noonkanbah	do. do. do.	do.	14/7/66
3448H	do. do. do.	6,000	Gascoyne Junction	do. do. do.	do.	14/7/66
3451H	Pilbara Tin Pty. Ltd.	sq. mls. 300	Blue Spec	Antimony and Gold	6 months	5/2/66
3452H	do. do. do.	300	do.	do. do.	do.	5/2/66
3453H	do. do. do.	300	do.	do. do.	do.	5/2/66
3471H	Pickands Mather & Co. International	sq. mls. 350	Speewah Station	All minerals except Gold, Iron, Oil and Gas	do.	31/12/65
3475H	Valdez Mines Ltd.	2,500	Nunnery Pool	Phosphates	12 months	14/7/66
3476H	do. do. do.	800	Aleedo Station	do.	do.	14/7/66
3477H	Mines Exploration Pty. Ltd.	5,650	Derby	do.	do.	14/7/66
3490H	Cyanamid Australia Pty. Ltd.	700	Gladstone	do.	do.	14/8/66
3491H	Texada Mines Ltd.	2,457	Carnarvon	Brines and Evaporites	12 months	16/6/66
3500H	United States Metals Refining Co.	1,340	Admiralty Gulf	Bauxite	1 year 9 months	20/4/67
3501H	do. do. do.	706	Couchman Range	do.	do.	20/4/67
3502H	do. do. do.	385	Meealoyoo Hill	do.	do.	20/4/67
3503H	do. do. do.	127	Mt. Connor	do.	do.	20/4/67
3507H	Australian Selection (Prop.) Ltd.	12	Gabaniatha	Copper, Lead, Zinc and Nickel	...	31/12/65
3510H	Cliffs Western Australia Mining Co. Pty. Ltd.	39	Balmoral Station	Water	12 months	30/6/66
3511H	do. do. do.	39	Homestead	do.	do.	30/6/66
3517H	Thiess Bros. Pty. Ltd.	450	Mt. Bird	do.	do.	29/7/66
3518H	do. do. do.	1,150	Kimberley Downs	Coal	do.	29/7/66
			Grant Range	do.	do.	29/7/66

CONSTITUTION ACTS
AMENDMENT BILL

Second Reading

Debate resumed, from the 10th August, on the following motion by Mr. Brand (Premier):—

That the Bill be now read a second time.

MR. HAWKE (Northam—Leader of the Opposition) [4.54 p.m.]: This Bill seeks parliamentary approval for the appointment of two additional Ministers. The Premier, when justifying the Bill to the Assembly, argued that the expansion of the State, including a considerable increase in governmental activities through various departments, had been such since the

present maximum number of 10 Ministers was established as to warrant the appointment of more Ministers at this time.

I concede the argument has some merit. In addition, I think it could be used to justify the appointment of four more, six more, eight more, or even 10 more Ministers, for that matter. It might be beneficial to the people of the State to have many more Ministers than will be the position even after this Bill has become law. I think most members would be aware Ministers can make their jobs extremely heavy or far less heavy. A great deal depends upon the individual controlling each department, or each group of departments. Some Ministers concentrate far more upon gaining an inside knowledge of the workings of their departments; they concentrate much more than others on getting to know each problem which develops in a great deal of detail and, naturally, they give to their work not only a great deal more attention but also a great deal more time.

Other Ministers, differently built and differently inclined, do not go to anywhere near the same amount of trouble or make the same detailed examinations; they are content to accept summaries of problems and situations which are submitted to them by their departmental officers. Therefore, as I say, the argument that the State is expanding and departmental activities are growing, and this justifies the appointment of two additional Ministers, could be extended to argue for an even greater number than two additional appointments to the Ministry.

I know that as a result of the last election the Liberal Party section of the Government came back with an increased membership on the basis of the pre-election numbers; and, on a *pro rata* basis, the Liberal Party was naturally entitled to have additional members in the Ministry and, on the other hand, the Country Party was entitled to have fewer Ministers than was the case before the election.

Any move along those lines would have created considerable difficulties for both partners in the Government. Clearly the members of the parliamentary Country Party would not wish to be deprived of any ministerial representation; they would probably have insisted that their number be not reduced. I am confident some of them would have been prepared to fight the proposal to a fairly bitter conclusion, although others might have caved in along the way and become "Yes" men to the Liberal Party Ministers in the Government. In that situation, and in an anxiety to maintain political matrimonial calmness, the idea develops, "Well, instead of trying to deprive the Country Party of a Minister, or two Ministers, let

us decide to ask Parliament, when it assembles, for authority to appoint two more Ministers and let those two additional Ministers be from the Liberal Party section of the Government."

I have no objection to that. I have had enough experience in government myself to know that there is justification for taking certain steps which might not be quite orthodox and which might not even be thoroughly justified, in an endeavour to maintain good relations with some other organisation or with some other people.

The only real worry I have about this proposal is in the fact that adding to the strength numerically and otherwise of the executive Government will reduce the strength numerically and otherwise of the private members in the Parliament. Only this phase of the situation occasions me any real serious concern. Those of us who have taken a keen interest in parliamentary affairs over the last 20 or 30 years—and I am sure this will appeal to the member for Perth who spoke on one phase of this subject recently—have seen the power of executive Government continually becoming more and more dominant, and the strength and authority of Parliament as such becoming less and less effective.

I know it is understood in some quarters outside of Parliament that this increasing tendency to build up the authority, strength, and power of the executive Government, and correspondingly to reduce the authority, standing, and power of Parliament itself, is a danger which should be safeguarded against to the greatest possible degree. There was a time when the authority of Parliament meant a great deal; there was a time when Parliament, I think, could be called a truly deliberative Assembly; when proposals which came before Parliament were looked at very carefully and decided, after much consideration and debate, purely and only upon their merits.

In this regard I am not of necessity criticising one type of political Government as against another type of political Government. I am referring to what appears to me, and to some others, to be a growing danger—if the use of the term "danger" is justified in this situation. I think we all know that for some years past—and I do not propose to try to pinpoint the number of years—legislative proposals in the main which have come to Parliament have been decided in relation as to whether they will pass before they get here. We know it is the practice of a Government through its Ministers to take legislative proposals of any importance to party meetings for examination and approval; and once approval is obtained in the party room the legislative proposal comes to Parliament and its success is already assured. The Government majority in a Parliament simply rubber stamps its approval to the proposals.

Not only that, but to an increasing extent the proposals as put forward in the Parliament by a Government are not even debated by the supporters of a Government; they do not even listen to the arguments for or against the proposals, or any criticism of them. Their loyalty to their Government is far greater than their anxiety to critically examine and to decide proposals which might be contained in any piece of legislation.

Here again I emphasise I am not of necessity criticising the present Government; I could be just as much criticising the previous Government; and what would apply to Western Australia in this regard would, to a greater extent, apply in the other States and also in the Commonwealth sphere. So I would certainly hope the reduction in the number of private members in this House by virtue of the passing of this Bill, and the making of two private members Ministers, will not unduly intensify the practice and the process to which I have referred.

I would hope the authority, the standing, and the power of Parliament would still be taken into account by the executive Government, and there would not be any increase in the tendency which is already noticeable with this Government and, if members like, with past Governments, to sort of look on parliamentary sessions as a nuisance. I think it is approximately correct to say that not many Ministers of the Crown in any Government in more recent years have been over anxious to see a parliamentary session commence.

Mr. Cornell: They are anxious to see it close.

Mr. HAWKE: Most Ministers, after a parliamentary session has commenced are looking towards the latter months of the year when the parliamentary session will be concluded. To some extent that is understandable and can be appreciated. It is fairly well understood, I think, that Ministers in the Government where they work solidly and conscientiously have a very heavy burden of work and responsibility to carry. When the parliamentary session is on Ministers do two shifts a day; one in their offices up to the time the sitting commences on each sitting day, and one at Parliament House during the currency of the sitting on each sitting day.

However, the institution of Parliament should be jealously guarded; it should be protected in every way possible, and when the executive Government—as this Government has certainly done on some occasions; and maybe as our own Government did on some occasions previously—flies in the face of parliamentary authority and refuses to administer parliamentary decisions as incorporated in the law, then it seems to me it is the duty of every private member in the Parliament, irrespective of whether he supports the Government generally, or

opposes it generally, to stand up for the authority and supremacy of Parliament over the authority and power of the executive Government. With those qualifications I would add it is not my intention to oppose the Bill.

MR. BRAND (Greenough—Premier) [5.9 p.m.]: I would like to thank the Leader of the Opposition for his fair comment in connection with this matter. He clearly indicated that he acknowledged the problems and responsibilities of Ministers or, for that matter, of any office in the processes of Parliament and administration. The point he makes is, I think, well made. It may be it is up to all of us to endeavour to prevent the trends to which he referred going any further; but it seemed to me when I had an opportunity of visiting the House of Commons that these trends are evident in every democratic system. This I think is human nature and springs from the discipline we find in the machine of party politics. So long as one machine is operative in this direction and is closely disciplined then, I think, so must be the other.

This has been the situation in this State and in all States—and indeed the Commonwealth—irrespective of whether we have one-party or two-party Governments. It has been evident over many years—certainly over the 20 years I have been here; and my friends opposite have been here much longer than I have. When we read *Hansard* we find that way back in the 1920's there are indications of motions having been passed in Parliament; and, as far as I can make out, they have not been heeded in the meantime. This would apply to parties of all political colours.

One point I did make when introducing the Bill, and which I wish to emphasise now, is the need for an extra Minister in the Legislative Council. The responsibilities of the two Ministers there are very exacting. In some cases it has been almost impossible for either of them to leave the House. A third Minister in the Legislative Council would, I think, spread the responsibility and share the demand of a Minister being in the House.

As members know, in the Commonwealth Parliament—and I think in some State Parliaments—not all Ministers remain in the House; they go to their respective offices. A Minister is left in charge of the debate and this avoids two shifts; at least it enables a Minister to get on with the work which accumulates during the session. However, I would again thank the Leader of the Opposition and the House for the support they have given to this Bill.

THE SPEAKER (Mr. Hearman): Before I put the second reading I must draw the attention of the House to the fact that this Bill will require a constitutional

majority. When I put the question, if I hear a negative call at all I will be forced to call a division.

Question put.

The SPEAKER (Mr. Hearman): I have counted the House; and, there being no dissentient voice, I declare the question carried.

Question thus passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

MR. BRAND (Greenough—Premier) [5.15 p.m.] I move—

That the Bill be now read a third time.

Question put.

The SPEAKER (Mr. Hearman): Again I would point out that a constitutional majority is necessary. I have counted the House; and, there being no dissentient voice, I declare the question carried.

Question thus passed.

Bill read a third time, and transmitted to the Council.

PARLIAMENTARY ALLOWANCES ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 10th August, on the following motion by Mr. Brand (Premier):—

That the Bill be now read a second time.

MR. HAWKE (Northam—Leader of the Opposition) [5.16 p.m.]: This Bill is related to the one we have just passed. I want to mention only one matter. The Deputy Leader of the Opposition in the Legislative Council receives no recompense for his extra duties and extra responsibilities. I would ask the Premier to give some thought to that matter, because I think the Deputy Leader there is just as much entitled to the same consideration and recompense for his additional duties and responsibilities as the Deputy Leader of the Opposition in this House, although I agree the positions are not 100 per cent. comparable.

MR. BRAND (Greenough—Premier) [5.17 p.m.]: I thank the Leader of the Opposition for his support of the Bill. His remarks have been noted. It has already been indicated that it is the intention of the Government to examine the salaries and conditions of private members of Parliament, as well as the Ministers and the Premier. When this is being done the point that has been brought forward by the honourable member will be looked into.

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 Mr. Brand (Premier), and transmitted to the Council.

ADDRESS-IN-REPLY: FIFTH DAY

Motion

Debate resumed, from the 10th August, on the following motion by Mr. Rushton:—

That the following Address be presented to His Excellency the Governor in reply to the Speech he has been pleased to deliver to Parliament:—

May it please Your Excellency: We, the members of the Legislative Assembly of the State of Western Australia in Parliament assembled, beg to express loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the Speech you have been pleased to address to Parliament.

MR. RUNCIMAN (Murray) [5.20 p.m.]: I would like to join with other members in congratulating you, Mr. Speaker, on being re-elected to your high office. The prerequisites of honour, dignity, and impartiality, which you so amply maintained during your past terms of office were in the best traditions of Parliament. I have no doubt you will continue to do the same in the future. I would also like to congratulate the new Ministers. I am quite sure they are worthy of the duties and responsibilities which are theirs as heads of their respective departments.

I am prompted, after listening to the speech of the member for Balcatta last evening, to touch on a subject with which he dealt; that is, the youth movement. From time to time a great deal of criticism of the young people of today has been made. I do not hold altogether with much of such criticism.

We have every reason to be very proud of our youths, and of their knowledge, self-reliance, and respectability. These attributes are of a much higher standard than in the days when we were of their age. Never in history have the youths been subjected to so much temptation or exposed to so much exploitation, and it is a wonder that they are really as well behaved as they are.

When we take into consideration the temptations which are open to the young people, the types of literature which are displayed on most bookstalls, the cinema advertisements, the television programmes, and the appalling example which we as

adults have shown them in our drinking habits, we have good reason to be proud of the way in which the youths of today are standing up to this ordeal of modern society.

We know that teenage drinking is fairly universal, and is indulged in to a greater extent than many people realise. We have given a poor example to youth in this regard, and they have only copied the adults. We have made liquor too easily available to them. When one decides on throwing a party all that is required is the provision of a keg of beer. That is the type of thing which is part of our drinking habits, and it is only natural for young people to be influenced to some extent by such examples. As the member for Balcatta pointed out, we know the amount of money and freedom that is available to both the young and the adult in these days. If their time is not occupied gainfully they tend to get into mischief.

There is a great need for education of our young people, by providing them with the means to use their leisure profitably. It is true that the sporting ovals in both the city and the country districts are fully occupied on Saturdays, and often on Sundays. The prowess of our sportsmen leaves nothing to be desired, but there is a need for adults to take a greater practical interest in youths, by guiding and helping them in various ways.

I have known of many youth clubs, police boys' clubs, and boy scout groups starting off very well, but after a period they more or less collapsed. In practically every case the reason was the lack of instructors and helpers. Great numbers of our young people are willing to attend clubs such as those, but they look to adults to guide them. I feel we have let youth down in this regard.

Many youth movements are assisted by the Government either directly or indirectly, one being the Junior Farmers' Movement. However, there is such a shortage of helpers in many of the youth clubs that it might be desirable to supply them with paid instructors, so that the young people will have continuity in the various activities they indulge in.

Mr. Rowberry: The Education Department has appointed instructors and advisers.

Mr. RUNCIMAN: It has; but there are not enough of them. In many country districts the school teachers have assisted the youth clubs, but this assistance requires continuity. They seem to start off well, but in many cases they do not continue with their voluntary service. I suppose that happens because they are occupied in their ordinary duties as teachers and sports masters or sports mistresses, and they do not have the time. After all, they are not paid for the services which they give to the youth clubs.

The member for Warren spoke about the artificial breeding centre at Wokalup and made some criticism of the person in charge. I know something about this centre, and also about a number of other centres in various parts of Australia. In my view the Wokalup centre is the best in Australia in the results it has achieved in the conception rate. This is important to farmers. The percentage rate of conception achieved at that centre, in relation to the number of cows served, is the highest of any in Australia. That speaks a great deal for the Wokalup breeding centre. It speaks much more for the superintendent in charge of dairying.

Mr. Rowberry: I did not mention the superintendent of dairying.

Mr. RUNCIMAN: I took the honourable member to refer to him as the person in charge. The superintendent is dedicated to his work in the artificial breeding service. His enthusiasm and drive have made the centre the great success it is. I am quite sure there must be a very good reason why the people of Walpole have not been able to participate in the service provided. I do not know the reason.

Mr. Rowberry: Why not give the service?

Mr. RUNCIMAN: But I do know the superintendent is so keen on this that he has spared no effort to do what he can to bring in more and more units. There may be a number of reasons; I do not know. However, I do know it is not from a lack of enthusiasm or desire on his part.

I would agree with the honourable member's reference to the dairy farm improvement scheme or the consolidation scheme. As I have had experience with both butterfat and whole milk, and have a considerable knowledge of both sides, I was very pleased to hear him speak about the scheme with the enthusiasm he did. It is indeed a very good one and has been of great benefit to farmers. It would appear that the new scheme, which is an expansion of the previous one, will be of still more benefit and will enable quite a number of these smaller farmers to make a go of it.

As we know, the limiting factor in this area has been the heavy cost of clearing and of development, and it has been very hard for farmers in the lower south-west, and by that I mean those areas on the south coast from Denmark to Busselton. They have had a battle over the years to do very much good in dairying on account of the high cost of clearing and the difficulty of expansion. The group settlement scheme, which folded up some years ago, enabled those who stayed to consolidate because they were able to acquire a number of abandoned farms and make one unit of them. They succeeded because they had sufficient cleared land.

This new scheme, which also envisages help for better types of dairies as well and which has a much broader approach, will do a lot to help dairy farmers in that area. I commend the Government on the scheme.

There are quite a number of butterfat farmers in the Pinjarra-Coolup area in my electorate and their properties are much more developed. They do not experience the problems with which farmers further south are faced, mainly because the land is much easier to clear and therefore they have much larger areas under development. They are thus able to diversify their farms, which I think those engaged in butterfat will find it necessary to do. Those farms further south have not been large enough for the farmers to do anything in the way of diversification.

A leading article a little while ago in *The West Australian* urged the Government to do something or make some sort of statement in connection with another major dam. What interests me most on this point is the fact that a number of sites—the Wongong River and the North and South Dandalup Rivers, the last two being in my electorate—have been involved in some activity for some time. Farmers in the areas are to some extent a little unsettled because they cannot make any plans. They do not know whether to extend and plant more orchards. They cannot sell their properties because no-one wants to buy them if there is a possibility that at some time a dam will be constructed in the area and the property flooded. Therefore it is a worrying situation to quite a number of them.

It may be said that when the time comes they will be compensated, but even so it does cause quite a lot of worry, which may or may not be necessary. Perhaps the department could give some idea as to when and where the next dam is likely to be situated.

On this point I might say that, as we all know, two years ago the Banksiadale mill was burnt down, and this was a very tragic loss to the whole district. Hawker Siddeley decided not to build another mill in that vicinity, and one of the reasons which was said to have influenced the company in that decision was that the site was in a dam catchment area and it was not prepared to build a mill which would cost a considerable amount of money if there was a possibility that the area would be flooded in a few years' time.

I would have liked the company to build a small mill in that area because it would have been of benefit to the people of the district, including the older folk, some of whom were born in the area and some of whom had retired to the district. However, the mill has been erected elsewhere and a township lost to the district.

Members who have journeyed to Bunbury during the summer months will no doubt recall having been impressed by the wonderful green pastures between Waroona, Harvey, Brunswick Junction, and Dardanup. The green pastures, of course, are a result of the irrigation system which is in operation in that area. At the moment more than 30,000 acres of actual irrigated land are situated in the district covering a little over 90,000 acres. It is the most fertile part of the State and carries the greatest number of cattle. It is pretty well the centre of the whole-milk industry of the State.

The first dam in Western Australia was built in 1916 at Harvey. At that time it was built with the idea of irrigation for the 3,000-odd acres of orange orchards in the district, but it was soon found that the soil was not suitable for the orchards, and the farmers in the area asked for irrigation for pastures and potatoes. In that way the dairying industry was gradually built up in that area.

The next two dams—the Drakesbrook Dam and the Sampson Dam in the Waroona area—were built in 1931 and 1934 respectively, and since then a number of others have been built and together provide the water for the whole of that area. With the advent of the new Drakesbrook Dam in Waroona I endeavoured to make arrangements for a number of other settlers to be brought into the scheme north-west of Waroona, but the department found it necessary to obtain soil samples and study them very carefully over 12 months. It has been decided since not to extend the irrigation system north of Waroona on account of the unsuitability of the soil.

The average person imagines that it is only necessary to turn water onto the soil to obtain a good irrigated pasture, but types of soil are important. It is well known that more water per acre is required in the Waroona district than is required in Harvey and this is merely because of the difference in the soil. It was ascertained that the soil north of Waroona would not be receptive or good enough under flood irrigation. It would, however, be quite good with spray irrigation which is in common use in a large part of eastern Australia. I feel that the Minister should study the possibility of piping water from this dam instead of the channel and having standpipes in this area which the farmers could use for spray irrigation. If that were done an increased number of farms could be included in an irrigation system.

Apart from anything else, there is a great wastage of water in flood irrigation, and this is not evident in spray irrigation. With the latter it is, of course, necessary to spray more often—probably once a week

—whereas with flood irrigation it is necessary only every 18 days. We must remember that the number of catchment areas in this State is limited, and as irrigation is so valuable we should explore every avenue we can in order to make the best use of water.

The department has, in the Pinjarra area particularly, put down a number of geological bores which have tapped the basin. It has been found that there is quite a large underground water system containing good water in that area, and much of it could be used for irrigation, which is already occurring in some instances.

I would now like to mention the drainage problem in my electorate. There are a number of rivers in the Murray electorate, including the Serpentine, the North and South Dandalup, the Harvey, and Logue Brook which flows into the Harvey estuary, which is part of Peel Inlet. This, of course, enters the ocean at Mandurah. Because of the clearing which has occurred inland and on the coastal plains, and also because of the drains which enter into these rivers, it has become obvious that the rivers were never meant at any time to cope with the amount of water which flows into them even in a normal season. Practically every year a considerable amount of flooding occurs in many of these rivers and they become full of logs and other debris and silt. I would strongly urge that the Government do something more than has been done to overcome the flooding which occurs.

Another fact that is disturbing many people on the coastal plain is that the water table over recent years has risen considerably, and that in itself would tend to create a great deal of more flooding even in a moderate winter. For instance the water table at Lake Preston, one of the very large salt lakes, has risen considerably and only last year the local shire council had to obtain a special grant in order to raise the causeway which is necessary for the people on the other side.

A considerable amount of trouble has been experienced with poor roads on account of the bad drainage, and I was very disappointed that the amount of money spent in the area last year was cut down tremendously in order that more might be spent further south in the Bunbury district. However, when we are dealing with the Estimates later I will have something more to say about that.

Despite the fact that a great deal of work has been done in the fishing industry in Western Australia—and we have glamorised the northern areas where so much of the research has been done, particularly in the crayfishing and the prawning industries, and in respect of a number of other species—we still import a considerable amount of fish. In the last

financial year more than 4,000,000 lb. of fish was imported into Western Australia to a value of more than £720,000.

When the seas along our shores abound in fish, and when we are endeavouring to create a good many industries and to expand others, I feel that more could be done—particularly in the southern waters around Fremantle, Mandurah, and Bunbury—in the matter of research, and also in connection with assistance to the fishermen.

Over the years Mandurah has proved to be one of the most stable areas whence fish have come to the metropolitan market. Mandurah has been one of the largest suppliers of wet fish to the Perth market in recent years, and, as a matter of fact, practically since fishing started early in the century.

It is remarkable, however, that the number of men engaged in the industry has not increased very much over the years, yet the amount of fish has increased considerably, due, of course, to better methods of catching fish, improved handling, and better boats. As we know, fishermen are difficult people to organise. I thought farmers were pretty bad in this respect, but I have found that fishermen are much more difficult. However, it is in the interest of their industry that they organise and work together.

Many complaints have been made about the way fish are handled and about the way they are sold in the Perth markets. Fishermen have complained bitterly that there is not sufficient competition in the market and that the bulk of the fish is bought by one or two wholesalers and later sold to others. The people who lose in that sort of transaction are the fishermen; and in 1947, the fishermen at Mandurah formed a co-operative society in order to cut out the middleman's profit so that they would do better for themselves.

Unfortunately some of them saw that fish were being sold at a better price somewhere else, and they sold their fish away from the co-operative market, which gradually fell through. However, the fishermen in the area are very keen that we do something to help them and everyone else engaged in the wet fish industry.

Members will recall that during the herring season a few months ago fishermen brought in large supplies of herring to sell through the co-operative, but with the handling charges and general set-up the fishermen found they were going to lose badly once again; so they sold the fish directly from their boats, which proved very popular. That was not the first time this had happened, but the co-operative society and the fish markets were not very pleased about it.

I wish to quote from the report of the Honorary Royal Commission which inquired into the crayfishing industry last year. The commission had this to say regarding the wet fish industry—

Although evidence was not taken on a broad basis in regard to the Wet Fish Industry, sufficient was tendered by reliable witnesses in Fremantle, Mandurah, and Albany to convince your Commission that many aspects of the fishing industry were in a chaotic state and organised marketing was an essential requirement.

The Wet Fish Industry is, in our opinion, at a very low ebb.

That also is the opinion of the people at Mandurah and further south and, in fact, most of those engaged in the wet fish industry in this State.

I ask the Minister if he will, later in the year, give some thought to going into the advisability of a fish marketing authority such as exists in New South Wales, or a fish board such as one finds in Queensland. When I was in the Eastern States recently, I made inquiries and found that both those organisations were working very well.

Mr. Kelly: The Queensland and Western Australian conditions are hardly comparable.

Mr. RUNCIMAN: I realise that there could be a number of difficulties; but at this stage I am only asking the Minister to have a look at the position to see whether he can do something to organise the fishermen and establish a better method of marketing, handling, and delivery of fish. The present position leaves much to be desired.

Last year I led a number of fishermen from Mandurah to discuss with the Chairman of the Market Trust (Mr. Wright) various points with regard to marketing. He pointed out, and quite rightly so, that a lot of fish delivered to the market was not packed properly; that there could be a great deal of improvement in packing and in the types of packs and containers that are used. The fishermen agreed and felt there should be an improvement. But unless they are organised and told they have to enter into a scheme—apparently at the moment they are anxious to go into some such scheme—to do these things, there will not be much improvement. I think we should have a look to see what we can do.

I would like now to say a few words about natives, because there are a number of natives in the Pinjarra area, and also in the Boddington and Quindanning districts. I come in contact a great deal with the natives and with the people who assist them. I would like at the outset to congratulate the Minister on the manner in which he has handled what I consider to be an exacting and exasperating portfolio. There is little doubt that his

portfolio of Native Welfare is particularly difficult because the people concerned are, in many instances, most unco-operative. It would be comparatively easy if these people endeavoured to co-operate and help themselves. It is always easy to help someone who tries to do something for himself.

I am also a little in agreement with the member for Narrogin on the question of natives. I feel they have shown a reluctance—in fact no attempt has been made at all in many instances—to accept the responsibilities that are necessary with citizenship. They seem to want everything but are prepared to give nothing in return.

Mr. W. Hegney: There are a lot of whites like that, too.

Mr. RUNCIMAN: Yes; but the percentage amongst these people is greater. I do not mean to say that we should not do all that we can to help them, but those who have helped them have been let down time and time again. The only thing for us to do is to keep trying. It is a slow process because the natives are not very co-operative; and even when some do make an attempt to help, they are pulled back by their own friends and relatives, and that makes it much harder again.

Education, employment, and housing are the three main items to be considered. Dealing with the first item, I must congratulate all those people who took an interest in kindergartens for natives. I know that when the first one was started in Pinjarra, if anyone went there the little fellows scuttled into the bush like rabbits. They were terrified. Today that does not happen. There are quite a number of children at the kindergarten and they take no notice of anyone.

The period at kindergarten provides a good start for these children, because later they go to school. They attend school until they are 14 years of age, and they are as good as our own people. There is no doubt about that. I was at a sports meeting at Boddington where children from the Pallottine Mission at Dwarda competed against the children from the Boddington, Quindanning, and Williams schools; and so far as their behaviour and deportment were concerned, they conducted themselves every bit as well as our own children.

The trouble with these people comes in the teenage class; and we do have trouble with some of our own, too. Those from, say, 15 to 18 or 20 are the most difficult. We should look squarely at this question and endeavour to do more than we have done. I appreciate that in most cases it is a matter of money; and I am quite certain the Minister has done a good job with the funds he has. It is remarkable, however, that many of us subscribe to various overseas missions; and I must say that we as Australians are quite happy to do that. Our money is spent

in order to help the native in Papua and New Guinea; and I am all for it and believe we are doing the right thing. Only recently when watching a television programme I saw where a number of Papuans were presented with apprenticeship certificates. I thought that was very good.

But when one thinks of all the money that is going to help those people and compares it with the amount of money that is spent on helping the young natives in our State, one finds that the comparison is not in our favour. I believe apprenticeships should be available for the natives in a good many of our country areas. Here again I suppose it could be said there is not sufficient money or trained staff for the purpose. It seems to me quite obvious that over the years we have never had sufficient money for native welfare in this State.

It is remarkable to find that native welfare—which to my mind deserves a much higher priority than it has in the scheme of things—is, when money is allocated, generally at the bottom of the list. I believe it should be higher on the list than it is. I realise, of course, that it is not possible for the State Government to carry this burden itself, and I feel this is a national matter. It is of such great importance that the Commonwealth Government should assist a great deal more than it has in the past.

On the question of housing for natives, which is one of the most costly items in respect of native welfare, I think the scheme which operates in Pinjarra is the best. It was commenced by the late Mr. Perkins and is based on a sort of graduated scale so that natives get different types of homes until they go into what we call the transitional home on the reserve.

When natives have never lived in a house and then are suddenly placed in one they just do not know how to behave. I have a great deal of sympathy for those people who have protested strongly about transitional homes being placed among other homes. I believe that transitional homes should be built and allocated on a graduated scale, and then natives could be allocated a home by the State Housing Commission in any particular town. There have been instances of natives being allocated a Housing Commission home in Pinjarra and there has been no complaint, but those natives have occupied transitional homes and other types of homes beforehand, and I believe that makes a great deal of difference to the way they act when they are granted a Housing Commission home. However, once again, it is a question of finance.

The railways have proved to be of great benefit to natives in recent months because they offer employment to them and they seem to take to this kind of work very well.

When in Queensland recently I noticed there were a large number of natives engaged in railway gangs along the track. On making inquiries I was told they were giving good service. This is a trend that is occurring in Western Australia, and I hope it will continue. Natives are always flat broke and when told they can obtain a job on the railway they want an advance on their pay before they start. Under the present system of employment they are paid fortnightly and the Native Welfare Department generally comes to the rescue of any native at the start of his engagement by providing rations to tide him over until he receives his first pay. That is all I wish to say, and I support the motion.

MR. GRAYDEN (South Perth) [6.3 p.m.]: This evening I want to speak on the subject of iron ore, but before doing so I congratulate you, Mr. Speaker, on your re-election to the high office you occupy. I also congratulate our new Chairman of Committees (Mr. W. A. Manning), and may I take this opportunity also of offering my most sincere congratulations to the two newly-appointed Ministers. Both men are extremely popular in this Parliament, and I am sure all members will wish them well for the future.

Today I asked a question of the Minister representing the Minister for Mines in respect of the f.o.b. price of pelletised iron ore should it be produced at Deepdale. The Minister gave me a reply which was quite satisfactory, but to my mind there is insufficient background information supplied in the answer for one to draw any firm conclusions. In the circumstances, this afternoon I appeal to the Government to provide the House with all known information about the estimated f.o.b. value of the various grades of pellets or other material likely to be produced at Deepdale, because this information could have a vital bearing on the attitude of Parliament and the current tentative proposals to allow, at some time in the future, the export of iron ore from Yampi Sound.

I also ask the Government to make available any other information about iron ore which may be of consequence to members, because until such information is supplied they must remain in the dark on whether some aspects of the policy being pursued by the Government on iron ore are soundly based. In particular, members of this House must be in a quandary on whether iron ore should be exported from Yampi Sound, and they must also be uncertain as to whether we should do more to assist the Australian company—Broken Hill Pty. Ltd.—in the matter of exports.

The information which I have requested about Deepdale could establish that the processing of Deepdale iron ore, and possibly the processing of other similar low-grade deposits into pellets, will overcome

the economic advantages which Yampi Sound enjoys because of the grade of iron ore there and its favourable geographical situation. If the last statement is correct it would be purely absurd for the Government to sit back and continue to permit the Australian company to tail the field in the export of iron ore when B.H.P. could easily soon be the leading exporter of iron ore from its Yampi Sound deposits.

If the f.o.b. price of processed iron ore from Deepdale is likely to be comparable with unprocessed iron ore from Yampi Sound, I would urge the Government to negotiate for a higher royalty on any iron ore which may be exported from the deposits of B.H.P. at Yampi Sound as a prelude to intensified Government efforts to assist the company to participate to a greater extent in the export of iron ore than may be currently envisaged for the future. Such action by the Government would, of course, have to be conditional on the company honouring the existing agreement not to export iron ore from Yampi Sound until Deepdale is ready for production, and it would also be conditional on the company entering into an undertaking—and this is most important—to pelletise ore from its low-grade deposits on a scale which would ensure an adequate supply of cheap ore for Australian requirements.

If, on the other hand, the f.o.b. price of processed ore from Deepdale is not likely to be comparable with that of unprocessed ore from Yampi Sound, this would destroy the case for large-scale export of iron ore from Yampi Sound. I put that to the House because it is possible that a Gilbertian situation, in respect of iron ore, exists in our north-west. On the one hand we have a great Australian company, with a history extending back to the 1880s, with huge deposits of high-grade hematite ore right on the seaboard, and yet it is not permitted to export. On the other hand, we have overseas companies developing iron ore in some places hundreds of miles inland, and we are fostering these overseas companies to the detriment of the Australian company. As I have already mentioned, that represents a Gilbertian situation if ever there was one; that is, on the face of the facts at present available.

If it can be established that B.H.P., by processing this low-grade ore and manufacturing it into pellets, or another similar type of material at low cost, at Deepdale, can make it comparable in value f.o.b. to the hematite ore at Yampi Sound, there is no longer a case for hindering the export of iron ore from Yampi Sound. On the other hand, if, after it has been processed, the iron ore at Deepdale is not comparable in price to the high-grade

hematite ore at Yampi Sound, that, of course, must destroy the argument for exporting ore from Yampi Sound.

We have heard a great deal in this Parliament at various times of the alleged hostility by some members towards B.H.P., and I would like to comment on that briefly. If there has been any hostility by anyone in the past towards this company I do not believe it exists now. Any hostility that has been shown in the past has not been because B.H.P. is a huge and successful company, but because one or two things done for the company have not met with general favour by those who understand the situation.

I believe that if there were any suggestion—and there has been a suggestion, of course, which could become a reality—that iron ore was to be exported from Yampi Sound on the existing royalty paid by the company, there would be continual criticism and widespread opposition to such action. On the other hand, if a review were made of the royalty payable by B.H.P. on the production of iron ore to be exported from Yampi, without any question I think that any hostility that may have been shown in the past would disappear; provided, of course, and as I mentioned earlier, that firstly B.H.P. entered into the undertaking to pelletise the ore produced from its low-grade deposits on a scale which would meet the future requirements of the Australian iron and steel industry.

Therefore I think it is highly desirable that we should closely examine this matter and consider a review of the royalties paid on ore from Yampi Sound and of course take into consideration the other matters I have mentioned. I have said that there must always be hostility towards the export of iron ore from Yampi Sound while the present royalty exists. Here we have, as a consequence of an agreement entered into only last year, a situation whereby B.H.P. is required to pay only $7\frac{1}{2}$ per cent. royalty on any ore that is shipped. On ore that is valued at £4 5s. a ton, or thereabouts which is the f.o.b. price at that point, the minimum royalty would be at the minimum rate of 6s. a ton.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. GRAYDEN: Prior to the tea suspension I had briefly made a plea for the Government to provide as much information as possible to all members of the House in respect of the development of iron ore as this information would have a vital bearing on the attitude of members towards such development. I had also pointed out that if the price of processed ore at Deepdale was in any way comparable with the high-grade hematite ore at Yampi Sound there was no longer any excuse for retarding the efforts of B.H.P.

to export. On the contrary, there was a good case for intensifying the Government's efforts to permit B.H.P. to export provided certain provisions were fulfilled. These were that there be a review of royalties in respect of Yampi iron ore by the Government, that B.H.P. develop a pelletising plant in the Deepdale area capable of meeting the iron ore requirements of Australia, and that the company abide by the existing agreement not to export until Deepdale was in production.

Then I had gone past these particular matters and had pointed out to the House that whilst the present rate of royalties in respect of any iron ore exported from Yampi existed, there would be continued hostility to any such proposals. I pointed out also that the present royalty rate under the 1964 agreement in respect of B.H.P., which was passed by this Parliament last year, for the iron ore at Yampi was fixed at 7½ per cent.; and in view of the fact that most of the ore is only worth about £4 5s. per ton f.o.b.—that is, when it is actually placed on a boat—the royalty which would be coming back to the State in these circumstances would be the minimum one, which in this instance is 6s. per ton.

I want to go on to say I find myself in tremendous disagreement with those responsible for the fixing of this royalty mainly on the ground that Yampi iron ore is worth £4 5s. per ton f.o.b. and mining costs are ridiculously low. They would probably be of the order of 2s. 6d. per ton. I will go further into that later. I am in disagreement with the present rate of royalty for those reasons and also because Yampi iron ore is right alongside the seaboard. In addition, I am in disagreement because there is such a tremendous amount of ore at Yampi; and when we fix a royalty rate of 6s. per ton we are making a fantastic gift to the company.

I wish to establish just how much iron ore there is in this deposit. Last year, when speaking to the Bill to which I referred earlier, I think I made the statement that there were at least 150,000,000 tons in the deposit; and 40 per cent. of that would be hematite ore and 50 per cent. fines. When I made those statements, I pointed out that the estimates were conservative; and development has shown there is infinitely more ore in those deposits.

Since that time I have obtained a booklet dealing with iron ore in Western Australia. It is a geological survey of Western Australia and it deals with the mineral resources of the State. It is collated by R. R. Connolly, and issued under the authority of The Hon. A. F. Griffith, Minister for Mines. It was published in 1959, and for that reason is not up to date. No doubt, since this booklet was published, as a result of further work in the deposit

even larger reserves of ore have been proved. I would like to deal with what the booklet has to say in respect of the Yampi Sound deposit.

The publication deals first of all with Koolan Island, then Cockatoo Island, and then Irvine Island. Koolan Island has only recently gone into production. B.H.P. has been developing the island for some time and I understand is now in production. Under the heading of "Ore Reserve Estimates" the booklet states that the grand total of iron ore at Koolan Island is 187,400,000 tons. I will repeat that: In this one deposit at Yampi Sound we have 187,400,000 tons of iron ore. The average grade of this ore is extremely high.

The deposit at Koolan Island is mainly made up by the main ore body; and the northern ore bodies—South Branch, comprising West Lens and East Lens; and North Branch, comprising West Lens and East Lens. I will briefly quote some of the assay results. In respect of the northern ore bodies this booklet states—

As a general indication of the composition of the surface ore in the four ore bodies the following group analysis are quoted:—

North Branch East Lens	62.81%
North Branch West Lens	65.76%
South Branch East Lens	64.27%
South Branch West Lens	66.76%

That is in respect of the northern ore bodies.

The grand total of this extremely high-grade ore is, I repeat, 187,000,000, tons.

Then we go up to Cockatoo Island, which has been worked by Broken Hill Pty. Ltd. for many years. Under the heading of "Ore Reserves Cockatoo Island" the booklet states—

Estimates by K. J. Finucane based on a theodolite survey along the hanging wall, a survey along the foot-wall and abney level cross sections at intervals of 500 feet, together with information from the four tunnels, indicate 18,782,000 tons of ore from the main ore body down to high water level. A factor of 8 cubic feet of ore per ton was adopted.

No reserve estimates have been made for the limonitic and northern deposits.

Then are given some figures in respect of Irvine Island, the third island in Yampi Sound, but they are not of much consequence so I will not quote them.

In one instance we have over 187,000,000 tons and in the other 18,782,000 tons. This is all high-grade ore; and the low-grade deposits have not been assayed. In respect of the deposits at Cockatoo Island, I repeat that they go down to water level only, but continue much further down

and could be easily mined. That is the position in respect of the size of those deposits. I do not think anyone would query the fact that because of further exploratory work and assaying, in all probability those figures have been increased since this booklet was compiled in 1959. I feel the Government should keep members of this House acquainted with all possible information in respect of iron ore development because it must influence our thinking in the matters associated with iron ore.

Now I come to the question of mining. At Yampi, virtually on the water's edge, we have great iron ore deposits. In 1951, I think, a party of members from this House went across to South Australia. I understand the present member for Merredin-Yilgarn was one of those who went on that particular journey; I understand that the present Leader of the Opposition was another; and I believe that the member for Cottesloe, the present Minister for Works, was also one who went to South Australia. In addition, the party included our Minister for Town Planning. Whilst they were there, those members from this House went over the B.H.P. establishment at Rapid Bay. That is where B.H.P. obtains its limestone for smelting. The limestone there is in large cliffs fairly close to the water. The limestone is broken up by B.H.P., taken to a crusher by electric train, crushed to powder, and loaded by conveyor on to the boat. I have a description of the operation in a booklet.

The official who showed that party around—I think it was the manager of the plant—said that the cost for all of the operations which I have described was 2s. 6d. per ton and that B.H.P. hoped to reduce the cost to 2s. per ton. There we have a very comparable operation by B.H.P. mining limestone close to the water's edge in South Australia. The operations which I have described and the conditions are virtually the same as those that would apply in mining ore at Yampi and putting it on board a boat. Those operations in South Australia at that time cost 2s. 6d. per ton, and B.H.P. was hoping to reduce the cost to 2s. per ton.

Having had years of mining experience in the north-west, I would say that those figures would be reasonable for B.H.P. mining operations at Yampi. To this, of course, we would have to add capital charges; but that would not amount to very much when one takes into consideration that, say, £100,000,000 worth of iron ore may be exported. The plant might cost only £10,000,000, or even less. One can see that if all charges were put together—amortisation charges, the cost of blasting, picking up and placing on vehicles, taking to the crushing plant, and placing on board a ship—the total cost in the case of Yampi would, without question, be no more than 10s. a ton.

As soon as the ore goes on board the ship it is worth at least £4 5s. a ton; and, in all probability, £5 5s. a ton. And so we go back to the original figure of 10s. a ton for all charges and add 6s. a ton royalty which the State will demand, and we have a figure well under £1. Yet B.H.P. gets £4 5s. a ton. In other words, it makes over £3 a ton, and that is a conservative figure.

If there are only 100,000,000 tons of iron ore of grade at Yampi—and of course that is a terribly conservative figure; it is not factual—there is a profit for B.H.P. of £300,000,000. That is an extraordinary gift to make to a company, because B.H.P. did not go out and find the deposit; it had been held for innumerable years since it was first discovered until 1952 when it was passed over to B.H.P. It was given to B.H.P. on the understanding that all the ore which came out of the deposit would be used for Australian consumption. Then, a few years later in 1964, we passed legislation which permits B.H.P. to export without limit from Yampi. There are another 100,000,000 tons involved at Koolyanobbing. That legislation was passed in 1962. B.H.P. is going to make £3 on every ton of good grade ore in the Yampi deposit.

Mr. Graham: What do you consider would be a fair profit figure?

Mr. GRAYDEN: Even if the State demanded £1 per ton and allowed B.H.P. to have the rest—after all, it is an Australian company and any profits made must, of course, remain in Australia—it would be a more reasonable proposition. I do believe we should increase the royalty with respect to B.H.P.

To give members some conception of the magnitude of what we have done I would point out that there are only 18,000,000-odd sheep in all of Western Australia, worth about £3 each. The total value of those sheep would be £54,000,000. If I were to say to a member of the Country Party, "Round up all of those sheep—it might cost you 10s. a head—and you can have them," I would be considered mad. If any Government were to do that it would be considered mad, too. However, in the case of B.H.P. we have not only simply given that company the value of the sheep I have mentioned; we have given it at least six times that. We have said to the company, "Here is a minimum of 100,000,000 tons of ore on which you can make £3 per ton." That is a total value of £300,000,000—six times the value of all the sheep in Western Australia. That is the situation: for every cubic yard of iron ore one can expect three tons of broken ore. That is £9 per ton for every cubic yard in that deposit.

I can recall that in 1949 we were mining manganese at Ragged Hills, 256 miles from Port Hedland. We had to blast the manganese out of the face, load

it onto vehicles, cart it 256 miles, and pay wharfage. Yet we made a profit. Subsequently, in order to save ourselves work, we paid a contractor to do exactly the same work as we had done, and paid him only 25s. a ton. The contractor had to build a kitchen and supply men and equipment, but he was able to mine the ore for 25s. a ton. Only 10,000 tons were mined at a time, but he used to do it in those circumstances for 25s. a ton.

There was a tremendous interest in iron ore in Western Australia in those days. People who were prospecting around the north-west were interested in iron ore because, strangely enough, the price then paid was comparable with what is paid today. I think it might have been slightly higher. So people at that time were tremendously interested in iron ore, and one can imagine their feelings when they saw the Government of the day hand the deposit over to B.H.P. Those people knew what it would cost to mine the ore and put it on a ship. They also knew the extent of the deposit; and that is a big issue, of course, because when a huge deposit is worked costs can be cut considerably.

I would ask: Is there anyone in this House who would say that the cost of breaking ore at the B.H.P. crushing plant, loading that ore on to a ship, and taking into consideration capital charges, would be in excess of 10s. a ton? If there is, I would like to see the person concerned come along and give us some idea of actual costs in order that they might be compared with figures which are available for similar deposits overseas.

I see no argument against the actual costs of mining the ore or the value of the ore once it is loaded on a ship, and there is certainly no argument about the extent of this huge deposit. However, I believe that if the Government is really going to get behind this company and help it to export iron, it is imperative that we should negotiate with the company and fix a royalty which is more reasonable so far as the people of Western Australia are concerned.

Mr. Court: Could we justify charging a purely Australian company a higher royalty for a lesser deposit than overseas companies?

Mr. GRAYDEN: In the circumstances, we certainly could. The overseas companies are faced with the task of building ports, and railway lines which extend 200 miles and more inland, and with all sorts of other problems which B.H.P. does not have to face. B.H.P.'s deposit is right at the water's edge. I think we have all the justification in the world to go to B.H.P. and say, "Let us get right behind you and you pay us a royalty which is commensurate with the value of the ore."

Mr. Court: B.H.P. has to build its own ports, railways, and towns, to mine an inferior deposit of limonite at Deepdale. In addition, we wanted to get a steel industry; and this is the important thing: We want it in our time.

Mr. GRAYDEN: I do not think that conflicts with what I am suggesting. However, on that point, suppose it costs B.H.P. £9,000,000 to put in plant to crush ore and place it on a ship.

Mr. Court: B.H.P. has invested £16,000,000 at Yampi, and the figure is still going up.

Mr. GRAYDEN: That is right. It has equipment at Koolan Island which can handle 21,000,000 tons or so of ore each year. The present plant can handle 3,000 tons of iron ore per hour. In 10 hours that is 30,000 tons; in 20 hours, 60,000 tons. In 100 days it is 6,000,000 tons; in other words, each year the present plant would handle 21,000,000 tons or more. That is the present plant. It does not have to be bought and installed; it is already there.

Suppose the company was going to export ore on a large scale and it felt it needed some additional plant. I think a conservative figure would be another £9,000,000. But that amount would be recouped in the first 3,000,000 tons of ore shipped, and then the company could ship another 50,000,000 tons or more. So we can see that even with an amortisation rate of 4s. a ton mining operations at 2s. 6d. a ton, and royalty added, the cost is still well below the pound per ton. I think that should clear up the point which has been raised by the Minister.

I think that when we take into consideration the amount of ore and the cost of mining, the royalties, and the value of the ore it would be agreed that what has been done could not have been done by people—and I include the affairs of the Mines Department and anyone who had anything to do with it—with any conception of what was involved. I do not suggest for one moment it was done with any motive other than the highest; it was done by people with no conception of the significance of the facts involved.

Mr. Court: How do you explain the South Australian position, where the royalty is only 1s. 6d. per ton and there is no limitation? The ore is very high grade, it is cheap to mine, and there are excellent transport facilities.

Mr. GRAYDEN: There would be a good explanation for that. It could have been granted 20 years or more ago, and undoubtedly was. We granted the deposits to B.H.P. in 1952, when the price of iron ore was virtually the same as it is today. That would be the difference in that case.

I will now deal with the second point, and that is that B.H.P. should be permitted to export provided certain conditions are fulfilled. We have to bear in

mind that B.H.P., as a consequence of the agreement passed last year, has agreed not to export from Yampi until such time as Deepdale is in production. Of course, anything we might do in the future would be governed by that agreement. Another point is that we should not think in terms of allowing B.H.P. to export unless it can be established that the processed ore at Deepdale is comparable in value. If that is so and B.H.P. undertakes to develop a larger pelletising plant than envisaged under existing legislation, then I feel there could be no justification for not actively getting behind B.H.P. and really trying to assist it to export in order that the company might take its place with the leading exporters of iron ore rather than tail the field as it is doing at the present time.

Mr. Court: They can never export the raw ore on the same basis as the other companies, because the Yampi ore is friable ore and that breaks up into fines as soon as it is mined. The ore they have at Deepdale is limonitic and can only be used in blast furnaces if it is processed, and that is why we got a better deal with B.H.P. than with the others because they have to process their Deepdale ore.

Mr. GRAYDEN: I appreciate that. However, the ore at Yampi can be loaded straight on to ships. It is simply blasted out of the face, crushed, and loaded on board ship. If this ore is comparable in value with the processed ore then there is justification for allowing B.H.P. to export more Yampi ore rather than sit around indefinitely waiting until such time as the other pelletising plants are in operation and they are on an equal basis with B.H.P. I do not agree with the Minister in his descriptions of iron ore at Yampi inasmuch as at least 40 per cent. of it is hard ore.

Mr. Court: No; the whole of the Yampi ore has to be sinterised and that is why B.H.P. has had to build a sinter plant so that it can sinterise the whole of the Yampi ore.

Mr. GRAYDEN: I misconstrued what the Minister said, but I do not think it has any reference to the matter at all. It is not a question of whether it has to be sinterised, pelletised, or subjected to any other sort of treatment. The important point is that once it is put on board the ship it is still worth as much as high-grade ore, from say, Mt. Newman or any other fairly high-grade deposit.

Mr. Court: No; that is the point where you are wrong. Being fine it does not command the same price as, say, Mt. Newman hematite direct shipping ore.

Mr. GRAYDEN: In respect of the fine ore, I appreciate that point. But, as I think I said when I spoke on this subject last year, fines are subject to a penalty but

the penalty is so small that it does not affect the overall price of ore to any real extent.

The important point—and the Minister will appreciate this—is that the ore we are speaking of in Yampi Sound—at least 100,000,000 tons of it—is shippable ore which has a value of about £4 5s. a ton or more, so that does not affect the argument one iota.

The second matter I would like to mention is that the situation which exists in the north at present is a Gilbertian one inasmuch as here we have an Australian company—which has a history going back to the 1880's and which has high-grade iron ore deposits right on the water's edge—not being permitted to export, while overseas companies are permitted to export ore from deposits which, in many cases, are hundreds of miles inland. Actually what we did when we permitted these overseas companies to come in—and I am not criticising that for one moment—was to deal the greatest blow to B.H.P. that has ever been dealt that company by any source.

The lifting of the embargo enabled some of the world's largest steel manufacturers to obtain a foothold in Australia, and virtually a stranglehold on our iron ore deposits. For a relatively small capital outlay they are able to enter into a highly lucrative form of mining, one in which there are virtually no risks involved. The profits from the sale of iron ore will enable them to establish themselves in iron and steel manufacturing in Australia in competition with B.H.P. and, ultimately, all their profits, whether they are sent back directly after they are obtained from the sale of iron ore, or whether from some manufacturing source in Australia, will go back to the overseas countries whence these companies came. So on the face of it it is a Gilbertian state of affairs.

I do not want to say much about the history of B.H.P. except that it goes back, as I said, to the 1880's. In 1875 there was an iron and steel plant at Lithgow and that subsequently became Hoskins. In 1928 Hoskins formed a consortium which was called Australian Iron and Steel Ltd. That was the big company which operated in competition with B.H.P. but it soon found that Australia, because of its small population, was not big enough to have two steel companies and in 1935 that company was absorbed by B.H.P.

It has often been said that it would be a good thing to have competition in our steel industry in Australia; but, of course, that is not so. The point is that with our 11,000,000 or 12,000,000 population we in Australia can support a steel industry which is only middle size by world standards. To support a steel industry which would be equal to the biggest in the world we would need to have a population of 20,000,000 or more. At this stage in the

development of B.H.P.—a company which, as I mentioned, has a history going back to the 1880's—it has been dealt a tremendous blow; and if there is ever a world depression B.H.P. will be one of the first to feel it. But during the last depression that company was one of the great bulwarks of our economy.

What has happened to B.H.P. is reflected in the prices of its shares. The price of those shares has not advanced very markedly as a consequence of what we did last year, because the shareholders are aware of this tremendous threat to B.H.P. These overseas companies will be coming into the State, and entering into the manufacturing industry, and they will be in competition with B.H.P. Therefore I think that what we did to B.H.P. is reflected in its share prices.

I believe there were some satisfactory alternatives to what we did in allowing overseas companies to come to Australia. Actually there were a number of alternatives but I have time to mention only one: To have kept the iron ore industry as an Australian industry and we could have allowed B.H.P. to export iron ore from Yampi Sound at a royalty commensurate with the value of the ore.

Suppose that had been done and B.H.P. had been permitted to export 50,000,000 tons of ore. The export of that ore could have taken place immediately the embargo was lifted; and had the company sold 50,000,000 tons it would have obtained £150,000,000 in profit to spend on a pelletising plant to develop the Deepdale deposits. Then, as those deposits were exhausted, the company could have gone inland. That alternative would certainly have been a wonderful thing for B.H.P., but at least it would have ensured that an Australian company developed our iron ore resources.

I understand that this year B.H.P. is spending £200,000,000 on capital development in Australia. Yet all these overseas companies combined are spending only £200,000,000 to develop their iron ore deposits. In other words, had B.H.P. been permitted to act along the lines I have suggested we would now have had an Australian company developing just as quickly as, or even more quickly than all the other firms combined, and all of the profits that accrue would have come back into the Australian economy; and, ultimately, we would have had a great Australian shipping line to carry our iron ore and our processed ore to the various markets of the world. That was the alternative.

Mr. Court: I can imagine the political upheaval there would have been if we had tried to do that.

Mr. GRAYDEN: I think the Australian people would very quickly have realised what advantages such a scheme held for Australia. Instead of having a steel industry which was middle-sized by world standards we would have had one of the

biggest steel industries in the world—and possibly the biggest. It was as simple as that: the biggest steel industry in the world, and a huge shipping line as well; and all the profits would have been fed back, for all time, into the Australian economy. However, I mention that only as an alternative.

Mr. Jamieson: One is easier to nationalise than a number.

Mr. GRAYDEN: There are many other alternatives.

Mr. Court: As soon as there was a change of Government in the Federal sphere one of the first things that would be done would be to nationalise the industry.

Mr. Jamieson: One is easier to nationalise than a lot. He is on our side.

Mr. Court: We cannot even give them the right to export today.

Mr. GRAYDEN: Many people really believe that these deposits which have been found in the north have come to light only since the embargo was lifted. Nothing could be further from the truth.

Mr. Jamieson: A lot of people think the present Minister for Mines found them.

Mr. GRAYDEN: Virtually every one of these deposits was well known.

Mr. Fletcher: More than 10 years ago.

Mr. GRAYDEN: Far beyond that. I could tell my own personal experiences in respect of some of these deposits; but firstly I should like to quote from a journal called *Commerce, Industrial and Mining Review*. This journal has a feature on iron ore and I should like to read two or three extracts from it.

Mr. Fletcher: What is the date of it and what page are you quoting from?

Mr. GRAYDEN: It is the issue of June 1965, page 28. It states—

The Hamersley iron province, which extends over 35,000 square miles and includes the well known major deposits at Mt. Tom Price, Mt. Whaleback and Robe River, has been known as an iron rich area since Woodward's explorations before the turn of the century. In 1907 Government geologist A. Gibb Maitland discovered limonitic ore at Robe River and hematite at Mt. Edith. In 1920 H. W. B. Talbot, a Government geologist, found iron at Weeli Weeli Springs, Ethel Gorge and Mt. McRae.

That gives some indication of what the situation was in respect of Mt. Tom Price. I shall now turn to page 26 where the journal has this to say—

One of the first men to record the existence of large iron ore resources was an early Government geologist, H. P. Woodward. In his annual report of 1888-89 on the north-west division he wrote:

"This is essentially an iron country—there is enough to supply the whole world should the present resources be worked out".

That was in 1888-89 and deals only with the Robe River and Hamersley deposits. But the Robe River deposits are only 60 miles or so from Onslow. Ever since this area was first settled kangaroo shooters, prospectors, dingo trappers, and others, have been over it constantly.

I went out there first in 1939, but let us get away from that area and speak about the Mt. Newman deposits. A reference to the early geological reports would show that the existence of iron ore in that area was well known. The people on the stations which are established around there all knew of it. So would anyone suggest that that fact was not well known many years ago? I can recall going out there with my father in 1949 and 1950. We pegged chromite in the Ophthalmia Range, which is 256 miles north of Meekatharra.

The SPEAKER (Mr. Hearman): The honourable member has another five minutes.

Mr. GRAYDEN: That chromite was immediately adjacent to the areas which have been taken up by Mt. Newman. We worked that area for a while and subsequently sold it, in 1954 or thereabouts, to B.H.P. for about £16,000. When one can go into a range like that and find a deposit, work it, make something out of it, and sell it to a company like B.H.P. for £16,000, would anyone suggest that one would not know what else was there? One would naturally get in a car and go along the edge of the range to see what other chromite deposits were there, particularly as this was the only large deposit in Australia.

In 1922 my own father owned Sylvania Station, which is a station alongside the Ophthalmia Range. I can assure the House that the existence of iron ore in that area was extraordinarily well known at that time. At Mt. Gibson an individual pegged what he called the Mt. Gibson extension. Incidentally the Government put a reserve on Mt. Gibson but this person took a deposit alongside. One would infer that too was unknown to the Government; otherwise it would have been included in that reserve. But for the benefit of the Minister for Industrial Development I would point out that there was a station fence going right across that deposit. Can anyone suggest that the deposit was not known? I agree with what the Minister said during the last session of Parliament that—

At that time the known reserves of iron ore in Australia were very limited, in spite of what some people have said: that they knew of millions of

tons here and there. The official records of both the State and Commonwealth Governments at that time indicated that the Australian iron ore deposits were very limited.

I appreciate that the Minister undoubtedly made that statement in good faith, and in one respect it was correct. Certainly the records of the department showed very little information about the deposits I referred to, for the reason that there had been a ban on the pegging of deposits since the days of the Lyons Government. When we were mining in the north we pegged iron ore deposits; and subsequently hundred of others also pegged such deposits. They were told, however, that the Mines Department would not accept applications, and no record was made of those happenings.

So when the Minister says that virtually nothing was known of the deposits, I say it is not correct. If one liked to really go into the matter one could get a wealth of evidence which would show very clearly that there was no foundation for that particular statement. I only mention this to indicate that when the embargo was lifted it was not a matter of overseas firms going out and spending tremendous sums on exploratory work in order to find these deposits. They were already known many years before the embargo was lifted. Most people, of course, were not interested in them because they did not believe them to be economically sound.

I blame our own departments and the Commonwealth Government, particularly the Bureau of Mineral Resources, for that state of affairs. They did not bother to make any sort of survey of the iron ore reserves of Western Australian way back in 1952 when they said the ore reserves were limited, but every person in the north who had anything to do with mining was conversant with these huge deposits.

The SPEAKER (Mr. Hearman): The honourable member's time has expired.

MR. TONKIN (Melville—Deputy Leader of the Opposition) [8.19 p.m.]: I desire to congratulate you, Sir, upon your appointment to the very high office you hold. There is no doubt that you are properly equipped for the job, and we know from experience that you will discharge your duties with great efficiency.

Before I address myself to the various matters with which I propose to deal there is one subject which, in all fairness, I want to tidy up. I took advantage of the debate on the Supply Bill to mention what I regarded as a premature disclosure of information regarding the death of a person who had been struck by a motor vehicle. At the time my information was that the police had agreed to withhold the

information but that the Press had, for some reason or another, prematurely disclosed it.

I learnt subsequently that the fault lay with the police, although inadvertently. Owing to a change of shifts the officer coming on at the change was not made aware of the fact that a request had been submitted by the relatives that the information be withheld for 24 hours, and the new policeman on duty made the information available to the Press; and they, having got it, thought it was quite right to use it.

In the way I mentioned this to the House I implied there was some blame attaching to the Press for not falling in with the general arrangement. I hasten to remove any suggestion that the Press, or the broadcasting stations, were at fault. I was subsequently informed of the true position by the brother of the deceased person, who first brought this matter to my attention; and, seeing that, I took some steps to ensure that, in future, information should be withheld when to disclose it might endanger the lives of others.

The Government having won the election, I congratulate it. Whilst I might deplore the fact and think that the Government did not deserve re-election—and I certainly do not, and I hope to show it did not—it nevertheless was able to convince the public that it was entitled to a further term of office. It having done so, I make no complaint; I accept the verdict; and I think the Government is entitled to congratulations for having come back with increased numbers. We know, of course, that one of the reasons was the continued publicity which has been given about the tremendous development that has taken place in Western Australia since the Government has been in office. That has been spread about so frequently that apparently the majority of the people believe it.

Mr. Ross Hutchinson: Don't you?

Mr. TONKIN: No I do not; and neither do some of the Minister's supporters, as I propose to show.

Mr. Rowberry: The Minister does not believe it himself.

Mr. TONKIN: I would like to quote from the *Commerce, Industrial and Mining Review* of 1965, in connection with Tomlinson Steel Ltd. Nobody would argue, or attempt to argue, that those associated with Tomlinsons would run contrary to the Minister for Industrial Development. They would not want to see him out of office.

Mr. Ross Hutchinson: That does not follow.

Mr. TONKIN: So they cannot be accused of bias in favour of the Labor Party.

Mr. Court: I thought they were very good friends of yours.

Mr. TONKIN: In his annual report to the meeting of Tomlinson Steel early in December, the Chairman, Mr. E. E. Tomlinson, said that the 1964 printed report of the directors was more comprehensive than previously received. Then he went on to say—

I feel that stockholders resident in other States may not appreciate that the buoyant conditions that the Eastern States have experienced for many years have been noticeably absent in this industry in W.A., and that it is only now that we are able to fill our manufacturing capacity with some real backlog of orders, and we feel that W.A. has a most promising future ahead.

Right up to the beginning of 1965 Mr. Tomlinson implied that so far as his industry was concerned the Eastern States were a mile ahead of us.

Mr. Ross Hutchinson: He would have gone broke if you had still been in office.

Mr. TONKIN: The Minister has gone off on another track now.

Mr. Court: No fear! That is a statement of fact.

Mr. Ross Hutchinson: You were taking all the work away from them.

Mr. TONKIN: I think that is a pretty good starting point which may take your ego down a peg or two for a start.

Mr. Court: You could not have picked a worse case.

Mr. TONKIN: If I could not have picked a worse case than Tomlinson, who is a great friend of the Minister, it is hard to see what better illustration one could get for circumstances of that kind. However, I do not want to spend more time on that than I have already, because I have a lot to do.

The Government had contemplated the sale of the dredge *Sir James Mitchell*. Having the sale in contemplation, it spent £40,000 of the State's money to put it into apple-pie order so that it could practically give it away to a company operating in the north.

Mr. Ross Hutchinson: It did not give it away at all!

Mr. TONKIN: Yes it did; £150,000 was the sale price for a vessel on which £40,000 had already been expended, and the replacement value of which would now be many hundreds of thousands of pounds.

Mr. Ross Hutchinson: This had to be done.

Mr. TONKIN: What had to be done?

Mr. Ross Hutchinson: The work necessary to bring it up to a standard of seaworthiness.

Mr. TONKIN: The Minister will have a chance to get up on his feet and tell me in his own time and not in mine. Let us see the change of attitude in the Liberal Party philosophy. In 1950, when the present Premier was Minister for Works, there was a job to be done in the Bunbury Harbour which required the breaking up of some basalt. Did the private enterprise Government let the contract to somebody else to perform? Oh, no! It bought a worthless vessel called the *Lobnitz*, which cost the department practically a fortune, and it was then found it could not do the job; but the Government did it to own the vessel itself as a Government. Now we reach the situation that we have a Government vessel with plenty of work to be done by it.

Mr. Ross Hutchinson: That is wrong!

Mr. TONKIN: No; it is not wrong; and the Government spent £40,000 on it—

Mr. Ross Hutchinson: To get a certificate of seaworthiness for it.

Mr. TONKIN: —having in mind that it was going to sell it, and then it sold it for £150,000; but before doing so the Government used it, on a very minimum charge, to dredge a channel on the north coast. I would like to know how much the State received for the use of that vessel for that job performed for private enterprise. We get this sort of thing all along the line being done by this Government; that is, presents here, and presents there. It is a crying shame that this dredge, which is needed by the Government, should have £40,000 spent on it before it is put up for sale.

Mr. Court: Why is this dredge needed by the Government? My understanding is that the technical advice was that it was not needed.

Mr. TONKIN: When we wanted to do some dredging for the Freeway, we did not have the dredging capacity and we had to obtain it from the Eastern States.

Mr. Ross Hutchinson: That dredge could not be used for that sort of work.

Mr. TONKIN: That brings me to the question of the State Shipping Service. We send State ships on interstate trips, at a loss of £10,000 a voyage, so that the field will be clear for vessels, manned by foreign seamen and engaged under shocking rates of pay and conditions of work, to obtain the cream of the traffic; whilst the Grants Commission points out to us that we cannot continue to lose money on the State Shipping Service. I want to know why the Government chartered a ship for the State Shipping Service and employed it on work for the B.H.P., which work that company could have done with its own ships.

Mr. Court: You are just so irrational about these things. Do you want these materials to come from the Eastern States, or from Western Australian manufacturers?

Mr. TONKIN: You wait! I will tell you what I want! If the Government charters a ship, I want it to use that ship to handle the traffic that is available in this State and enable the ship to work at a profit and not at a loss; and I do not expect the Government to charter a ship to do work for B.H.P. which that company is capable of doing for itself. I refer to the use of the vessel *Wongarra* which went to Groote Eylandt with cargo for B.H.P. and that cargo was carried at a loss. Why should we be doing work for B.H.P. at a loss?

Mr. Court: You are so very wrong. We get a very satisfactory freight rate and we get Western Australian goods there. I can tell you that.

Mr. TONKIN: The Minister is not telling me at all!

Mr. Court: You would rather have the goods come from Queensland or New South Wales.

Mr. TONKIN: That is what the Minister is saying; not what I am saying. Our vessels are sent to the Eastern States on trips, at a loss of £10,000 a trip, whilst the coast is left clear for these chartered vessels—

Mr. Court: And those vessels are losing less than they would be if they were operating on our own coast.

Mr. TONKIN: —which are employed by persons here and chartered in the knowledge that they will not have to obey the provisions of the Marine Act, and thus make all the more profit. I have in front of me the original agreement which the seamen employed on these ships are obliged to sign before they can obtain employment.

Mr. Court: Will you go on record as saying that you want the men—

Mr. TONKIN: I will go on record with what I say and not what the Minister says.

Mr. Court: If those are the views you hold the seamen will not agree with you.

Mr. TONKIN: Here is one statement from this Western Contracting Pty. Ltd. Commonwealth of Australia Employment Agreement—

(a) The Employee represents that he is fully qualified, without the benefit of any further training or experience, to perform the duties of the position classification specified above.

(b) If for its own convenience the Contractor assigns the Employee to a position classification higher or lower than that for which he is hired, the Employee will perform work in

such classification to the best of his ability at the straight time hourly rate set forth above, even if the Employee is employed in a lower position classification. If the Employee is assigned to a higher position classification, he may be paid such higher straight time hourly rate as may be agreed upon between him and the Contractor.

The period of service hereunder shall be at the sole election of the Contractor who may terminate the same at any time at will, excepting only that after twelve (12) months continuous employment from the date of leaving the Point of Hire, the Employee may terminate his employment hereunder by giving the Contractor written notice specifying the date upon which he desires to terminate his employment, which date shall not be less than thirty (30) days after the date of delivery of such notice to the Contractor.

Under that the employer can fire an employee at a moment's notice, but the employee cannot leave his employment within 12 months without forfeiting a large portion of his wages. I shall refer to this later. Even though the employer can fire the employee on a moment's notice if the employee has been engaged for 12 months, the employee has to give the employer one month's notice in writing before he can leave the job. If he does not, he suffers the same heavy financial penalty. To continue—

If the contract between the Contractor and the Client is terminated, it is agreed that all provisions of this agreement are automatically cancelled and the Contractor will be responsible only for Employee's transportation to the point of origin via the most economical and expeditious means of transportation as well as wages while returning.

Wages and Hours.

(a) Except as provided in paragraph (b) straight time compensation shall be paid in Australia, in Australian currency, to the Employee at the straight time hourly rate set forth above unless the Employee's position classification is changed as provided for in Section 3(b) and the straight time hourly rate is changed by agreement with the contractor.

(e) The Employee will not be required to perform work within his trade or profession while travelling from point of hire to port of embarkation, while awaiting transportation at the port of embarkation, or upon the return trip while travelling from the port of debarkation to point of hire. The Employee may be called upon to perform minimum essential services incident to overseas travel from port of embarkation to the job

site and on the return trip upon satisfactory completion of the period of service from the site of the work to the port of debarkation.

During the time the employee is working he is not paid the full wages. One-third of his wages is retained by the employer and placed in a trust fund. If the employee is sacked by the employer he forfeits the money in the trust fund. Similarly he forfeits that money if he decides to leave the job. That means the employee has worked for two-thirds of the wages due to him. On the other hand, the employer at will can dispense with the services of the employee and keep one-third of the wages due to him. These are the conditions which are being applied to those who are engaged for work by Western Contracting Pty. Ltd.

Let us look at some of the vessels which are getting the benefit from exemption under the Marine Act. I want to say that when I deal with the Bill which is on the notice paper I shall deal with it in principle only and not in any way with the details which I am now using. There is a ship called *Western Pueblo*. I am informed it is sailing under a flag of convenience. I asked a question of the Minister whether any such vessels were flying this flag of convenience, and he replied in the negative. My information is that the *Western Pueblo* is flying the Liberian flag.

Mr. Ross Hutchinson: You should check the way in which you asked the question.

Mr. TONKIN: Was that what the Minister did?

Mr. Ross Hutchinson: I answered you in the appropriate fashion.

Mr. TONKIN: I think one can assume that this ship was flying a flag of convenience.

Mr. Ross Hutchinson: At this point I cannot say whether or not it was.

Mr. TONKIN: My information is that it was.

Mr. Ross Hutchinson: You should check on my answer to ascertain whether I was wrong.

Mr. TONKIN: I did not say the Minister was wrong. I merely stated that he said none of those ships was flying a flag of convenience, but my information is that one was. I did not say the Minister was wrong; I might be wrong. I am simply stating the position. The Minister says these vessels are not given exemptions under the Marine Act unless they produce their survey certificates for sighting. What value would be the survey certificate of the *Western Pueblo*?

Mr. Ross Hutchinson: I did not say it had been sighted.

Mr. TONKIN: I would not like to go to sea on that vessel. It is one of the vessels which has been attracted to the State

to enter into this trade which the State vessels ought to be handling. Let us see what happened to that ship. The crane on it collapsed, and that meant the lives of the men working under the crane were endangered. That is the position with all those ships which have been granted exemption under the Marine Act.

Mr. Fletcher: They were trying to lift 82 tons with a 70-ton crane on that ship.

Mr. TONKIN: We protest about this sort of thing. We say nobody should be encouraged to charter vessels and bring them here, in the knowledge that they would not have to comply with the requirements of the Marine Act. So the charterers can then increase the amount of profit which will be available to them when they enter into contracts with somebody to use their vessels.

I am informed that all these vessels which have come here in this manner, and which are working under the knowledge that they will not have to comply with the provisions of the Act, have some disability or other with respect to their gear.

There is a vessel called *Mariko*, the derrick of which was faulty. The men refused to work under it, and a board of reference was called. The decision of the board of reference was that this vessel could not be used at Fremantle until the derrick was repaired and inspected, in accordance with the usual practice adopted in repairing damaged derricks. But the vessel could go up north and be used to the detriment of the people up there. The decision of the board of reference was that it could not be used in Fremantle. My view is this: If it was not fit to be used in Fremantle it was not fit to be used anywhere, because the lives of the people in the ports of the north are just as valuable as the lives of the people in Fremantle, and they should all be protected. But under the decision of the Government there is no such protection.

Mr. Rowberry: As bad as the local government authorities licensing of vehicles.

Mr. TONKIN: I am also informed that the master of the *Tanais*, another granted exemption under the Marine Act, refused to send his cargo gear down from aloft at Bunbury when requested to do so by the harbour master at that port. I suppose he was scared stiff it would not measure up to expectations or requirements. The situation is that we have in the country a Navigation Act and a Marine Act; and ships operating interstate are controlled as to safety and everything else under the Navigation Act, but intrastate under the Marine Act.

The action of the Government has meant those ships that are granted exemption are not controlled now under any Act, because

the Navigation Act cannot apply to intrastate ships, and the Government has decided the State Act will not apply to them either. So they have an open go to use faulty gear and do just what they like.

Mr. Ross Hutchinson: That is not true.

Mr. TONKIN: It is absolutely true because all the department does is ask to see the survey certificates; and, I repeat: What on earth good is it seeing the survey certificate of a ship flying the Liberian flag?

Mr. Ross Hutchinson: You are generalising on something you do not know anything about. You are unwise.

Mr. TONKIN: Before I leave this subject I want to say that in my opinion there is an obligation on the State to do its utmost to see that the State Shipping Service does not continue to run at any greater loss than cannot be avoided. I am told the State Shipping Service asked for permission to have a 3,000-ton tanker, and that was consistently refused.

Mr. Court: It never asked for anything of the sort. Who told you that? Why don't you ask the questions in the proper way and get the answers? You are guessing.

Mr. TONKIN: That is a laugh.

Mr. Court: You get the answers.

Mr. TONKIN: I can show some hundreds of questions I have asked and to which I have not received answers.

Mr. Court: Where did you get this nonsense about the tanker?

Mr. TONKIN: I will repeat the statement: I am informed the request was made by the service to the Government.

Mr. Court: In other words, the general manager.

Mr. TONKIN: I am not blaming the general manager.

Mr. Court: He is the only one who would make the request.

Mr. TONKIN: The Minister can put what construction on it he likes, but my information is that this request was made to the Government and refused.

Mr. Court: You say, several times.

Mr. TONKIN: The Minister says, "That is not so."

Mr. Court: That is right.

Mr. TONKIN: Let us leave it there for the time being—and I say, for the time being.

Mr. Court: I hope you ask this question in a formal way.

Mr. TONKIN: That brings me to the attitude of the Government, generally, with regard to the enforcement of laws. We have a situation in this State where the

enforcement of law depends on one man—and I refer to the Lotteries Commission and the Totalisator Agency Board. A number of people can break the law—the same law and doing the same things—but the only ones prosecuted are those that the chairman of each board or commission decides to prosecute. That is a shocking state of affairs.

As a matter of fact, I will go further and say it is an absolute scandal. The law should be applied equally; and if a person breaks it, no matter who he is or where he is, how highly placed he is, or how much influence he has got, he should stand up to the punishment. But what do we find? On the 3rd August I asked some questions about the Lotteries Commission, as follows:—

- (1) When it comes to the notice of the Secretary of the Lotteries Commission that a breach of the Lotteries Control Act may have been committed, what procedure is then followed?
- (2) At what stage is the matter referred to the Police Department?

The answers were—

- (1) and (2) The complaint is referred to the police for investigation if considered necessary.

That is, if the chairman considers it necessary. Not if an offence has been committed, but if the chairman considers it necessary to refer it to the police. So if he does not refer it to the police, no action is taken; but if he does refer it to the police, action is taken. So we have a situation where compliance with the Lotteries Control Act depends upon the decision of the chairman of the commission.

I have asked questions—and I have a further series for tomorrow—about a certain sweep in which up to date five prizes have been paid, but only three winning prizes were advertised. One might ask how could they pay out five prizes when in the result of the sweep mentioned in *The West Australian* they only gave three winning prizes. The answer to that from the Lotteries Commission is simple: There happened to be three second prizes all with the same number. These were the second prizes: 2541—that was the number advertised; A2541—that got second prize of £10; and B2541—that got second prize of £10. However, there was only one first prize paid and only one third prize paid.

This situation came about because this particular club sought permission to run a raffle and was granted permission to sell 3,000 tickets at 1s. and forthwith printed 9,000 tickets in three series of 3,000 and sold them for 1s. each and then advertised three winners. When 2541 was shown in the paper as being the second-prize winning number, it was apparently paid and shortly after the person

who had ticket A2541 decided he was entitled to a prize so he asked for it and the club refused to pay it. He promptly sent it on to the Lotteries Commission. What did it do? It did not inquire into the whole thing; it told the club it had better pay this man a prize, which it did. So there were two prizes. Shortly after the holder of B2541 decided he was entitled to second prize too. Although his ticket was not drawn out of the barrel he finished up being paid a prize.

Mr. Ross Hutchinson: Was this a football club?

Mr. TONKIN: This is a club.

Mr. Court: I suppose the secretary is hoping there is no fellow with ticket "D."

Mr. TONKIN: I want to know why the commission did not show more interest in ensuring that A and B of the first prize and A and B of the third prize also got prizes, if A and B of the second prize were entitled to a prize.

Now the answer to this question really puts the Minister in trouble. The question was—

Does he not agree that it is a most remarkable coincidence bordering on the miraculous that for second prize three tickets bearing exactly the same numerals were drawn?

The Minister's answer was—

As no member of the commission was present at the drawing, the system used in drawing the lottery is not known.

I would like to know how they know all the butts were put in.

Mr. Ross Hutchinson: The Lotteries Commission cannot check on all these things.

Mr. TONKIN: How would they know all the butts of the 9,000 tickets had been included in the draw if they were not there and did not know the circumstances under which the three second prizes came out?

Mr. Ross Hutchinson: There are hundreds of lotteries carried out throughout the State. The commission does not have a representative at the draws and does not know whether the butts are all put in.

Mr. TONKIN: I am not quarrelling about that. What I am quarrelling about is that the Minister's answer to this coincidence is that they did not know because they were not there; but when I asked him if all the butts were put in the draw, the answer was, "Yes." I want to know how they knew if they were not there.

Mr. Ross Hutchinson: They probably inquired.

Mr. TONKIN: They inquired, did they?

Mr. Ross Hutchinson: Yes.

Mr. TONKIN: From the people who told them they only drew three tickets!

Mr. Ross Hutchinson: From the club, whichever it is.

Mr. TONKIN: From the club which in its sworn declaration stated that it only sold 3,000 tickets at a shilling! Fancy asking them, and fancy accepting what they said!

Mr. Hall: Sunday school club was it?

Mr. Rowberry: Sounds like Alice in Wonderland.

Mr. TONKIN: The justification for taking no action in this case was that the commission gave these people a severe reprimand. I am very interested to see the wording of this reprimand, and I have asked a question for tomorrow so the Minister will be able to supply it. I suggest to him that he supply the proper answer, because I think I have a copy of the letter.

Mr. Ross Hutchinson: We would like to know who your informant is. Would you let us know how you managed to get it?

Mr. TONKIN: This will show the kind of inquiry the commission made when it received a request for the payment of an additional second prize. It will be appreciated that I do not want unnecessarily to introduce the names of individuals in this case because I think it transcends any personal matter. Therefore I propose not to disclose those names, but if the Minister is interested he can see the letter privately. It reads as follows:—

I have received a letter from of who claims that his wife is entitled to second prize of £10 in your recently conducted raffle she being the holder of ticket number B2541 now in my possession.

This, incidentally, is a letter from the secretary of the commission. It continues—

Mr. also states among other things that his wife's endeavours to claim the prize did not meet with satisfaction having been advised that three series of tickets—plain 1 to 3,000, A1 to A3,000, and B1 to B3,000—were printed and that the plain ticket 2541 was the winner. It would appear that there is a great deal of substance in Mr. statement—

I interpolate here: "I should say so!" Continuing—

and without the necessity of a complete investigation—

Now mark that—without the necessity of a complete investigation—

into the conduct of the raffle I am to ask for full and complete details in every respect to be furnished to me at your earliest convenience.

When the detail was furnished the commission ordered that this person be paid the prize, but no action was taken to see that two more first prizes were paid or two more third prizes were paid.

I must say that I have the greatest doubt that the whole 9,000 tickets were in the draw, because it seems a remarkable thing to me that with three thousand A tickets and three thousand B tickets, not a single A or B ticket came out in the draw. I will admit it is not impossible, but I say it is improbable, and in view of the other circumstances it suggests that 6,000 tickets never got into the draw. There is no evidence that the commission made any inquiry into that aspect; nor did it hand the matter to the police to decide what they would do. The commission decided that a severe reprimand would meet the situation—in other words, "You have been a naughty boy. Do not do it again or you will not get the right to run another raffle." We will see!

What makes me so annoyed about this is that an elector of mine—the honorary secretary of a very small cricket club, struggling for a few shillings—was singled out for treatment in the Press. I have the article in my hand. The chairman of the commission in that case decided that he would prosecute, or the police were given instructions to do so.

Should this kind of thing depend upon the whim of an individual, or should not the circumstances of all these possible breaches be submitted to the Crown Law Department or to the Police Department for the necessary action? I would point out that the Act provides very serious penalties for breaches of the kind to which I have referred in regard to this particular lottery, but the commission felt a severe reprimand would meet the situation.

Now I have said oft-times before that a similar situation exists in this State in regard to the Totalisator Agency Board. Every day races are held, there are agents who are all doing the same thing—credit betting. Now and again one is prosecuted and punished for doing precisely what the others continue to do with impunity.

Mr. Craig: There is no relationship at all, and you know it.

Mr. TONKIN: The only difference is this—and it is a matter of wealth: If agent A has a client who rings up and puts large sums of money on a horse, the agent purports, according to the Government's interpretation, to lend the better money.

Mr. Craig: He doesn't lend the money. He guarantees the payment.

Mr. TONKIN: If the better has the money and comes along on the Monday morning and pays it in time for the agent to pay the board, then no action is taken and the agent can go on year after year.

Mr. Craig: It is perfectly legal, that is why.

Mr. TONKIN: But if the bettor rings up and invests £1,000 with an agent, and the agent assumes this bettor is going to continue to do what he has done for months and pay on the Monday, but the bettor reaches a stage where he is unable to do it and he gives a cheque which bounces, then the agent, not having the money himself with which to pay the board, is prosecuted.

He goes to the court and is prosecuted for betting on credit. He is told he cannot do that. He only finds himself in that position because the bettor has defaulted. But the other agents are doing precisely the same thing, but because they are not unlucky to be betting with a man who is forced to default, no action is taken. The decision to take this action depends upon the chairman of the board.

Mr. Craig: It is nothing of the sort.

Mr. TONKIN: Yes it is.

Mr. Craig: We have had this argument before.

Mr. TONKIN: Fortunately, I am in a position to prove this absolutely.

Mr. Craig: You are always in that position.

Mr. TONKIN: I ask the Minister to ask the Commissioner of Police if I did not put to him the question whether he would prosecute in cases of a breach of the law if the Chairman of the T.A.B. had not requested him to do so, and he said he would not prosecute or take any action unless he was asked to do so by the Minister or the commission.

Mr. Craig: That is your interpretation of breaking the law. You are on the wrong track completely.

Mr. TONKIN: No. The Minister is on the wrong track as he will learn in a month or two. That is the situation and it is the same with the Lotteries Commission. There are people breaking the law and a few are singled out for prosecution. However, those who are prosecuted are prosecuted at the whim of one person.

Mr. Craig: No.

Mr. TONKIN: Yes. The Minister's answers to questions show that. Let me remind the Minister by quoting the answers he gave to the questions I asked about this. The questions were as follows:—

- (1) When it comes to the notice of the Secretary of the Lotteries Commission that a breach of the Lotteries Control Act may have been committed, what procedure is then followed?
- (2) At what stage is the matter referred to the Police Department?

The answer was as follows:—

The complaint is referred to the police for investigation if considered necessary.

By whom?

Mr. Craig: The commission.

Mr. TONKIN: The commissioner. Yet I am going to tell the Minister that the case of the raffle, with which I have been dealing, has never been before the commission.

Mr. Craig: Is that so?

Mr. TONKIN: It is so.

Mr. Craig: How do you know that?

Mr. TONKIN: How do I know a lot of things?

Mr. Craig: The same as you know about the 3,000-ton tanker. That is another one we are waiting to hear about.

Mr. TONKIN: I would not go too far on that one. I mention these cases to show what a shocking state the administration of the law is in under this Government, when prosecution or not depends upon the decision of one man and the Police Department does not get a chance to have a look at it and the Crown Law Department does not get a chance to look at it unless asked to do so by a certain person, if he considers it necessary.

I ask you, Mr. Acting Speaker (Mr. Davies) would you have considered it necessary to refer the circumstances of this particular lottery to anybody, or would you have issued a severe reprimand?

I am conscious of the fact that my time is running out rapidly, but I cannot let the opportunity pass without saying something about iron ore, which was so ably handled by the member for South Perth. I think he proved very well that with regard to iron ore, generally, the Government has made a mess of the situation.

Mr. Court: That is what you would like to think.

Mr. TONKIN: Give me a chance! The Minister interjected while the member for South Perth was speaking and said he was anxious to have a steel industry established as early as possible. I wonder why he did not show that same anxiety in 1961 when Rio Tinto offered to provide one straight-away.

Mr. Court: What, again! Same old record which we have heard half a dozen times.

Mr. TONKIN: A good old record is worth playing a number of times. A lot of people do it. The Minister has denied that any such offer was ever made. His Premier has also denied it, too.

Mr. Court: Rio Tinto is now Hamersley, and it is a better proposition.

Mr. TONKIN: That has nothing to do with it.

Mr. Court: It is a better proposition than was ever put forward by Rio Tinto.

Mr. TONKIN: That is not the point.

Mr. Court: Yes it is.

Mr. TONKIN: Rio Tinto put forward a proposition, which the Minister and the Premier denied. I have here an article which was published in the *Daily News* on the 17th March this year under the heading "Question Mark On Ore Deals." It reads as follows:—

Charges of Government secrecy surrounding mineral and industrial undertakings could start airings of other dealings.

A big question mark still hangs over what happened when the giant English mining company Rio Tinto offered a steel mill to the State Government in 1961.

My charge is that the Government wasted time trying to sell low grade ore, preventing other people from making any attempt to sell at the time, until finally there were too many sellers on the market. The buyers got together and we ended up selling the ore at almost give-away prices. I am told that it is 15s. per ton below world prices.

On the 11th May, 1963, there appeared in *The West Australian* a message by A.A.P.-Reuter which read as follows:—

Commenting on this news item Mines Minister Griffith said: "The talks were being resumed subject to the phosphorous content of the iron ore and the price being acceptable to the Japanese buyers."

Earlier it had been stated—

Current negotiations are merely a resumption of earlier ones which were suspended because of disagreement on the quality of the iron ore to be mined by Western Mining Corporation at Talling Peak.

So there had been negotiations which had been suspended over the quality of the ore; and the Minister for Mines had made it clear to the Japanese that only two companies had been authorised by the Government to sell at that time, so they were unable to do business with anybody else.

That restriction at that time and the attempt to force the Japanese to take Talling Peak ore enabled the Japs to get into a bargaining position.

Mr. Court: No. The Government did the right thing by Geraldton.

Mr. TONKIN: I asked the Premier the other day whether he had received a circular from the Commonwealth with regard to being careful about giving contracts for the purchase of goods overseas and overlooking Australian supplies. The Premier's answer was that he had had a search made in his department back over two years and he could not find any such circular. Maybe Western Australia did not get one, but I would like to quote from the *Commerce Industrial and Mining Review* of February, 1965. If members do

not know, this is no paperback novel filled with fiction; it is a very reputable periodical, and I would assume that the information which is reported in it would be factual—at least, I would hope it is. This is what it says on page 91—

Japanese vehicles have won an estimated 10 per cent. of the New South Wales and Queensland markets. But the Japanese are known to fear that the Federal Government shortly will increase the duty on completely assembled cars imported. The present Japanese activity, therefore, may be attributed in part to a rush to get plenty of stocks into Australia before the duty is lifted.

On another front, the Federal Government has moved to protect local heavy manufacturing industry against increasing Japanese competition by circularising State Governments with advice that they are expected to assist Australian industry.

This follows charges that, having contracted to buy huge quantities of coal and iron ore from the Queensland and West Australian Governments, Japan has been applying pressure through her contracts to make the two States buy railway rolling stock, heavy machinery and other engineering equipment.

In the face of that very definite statement I find it hard to believe that Western Australia did not receive such a circular.

Mr. Bovell: Did you not refer to New South Wales and Queensland? The article goes on to refer to those two States.

Mr. TONKIN: No; this refers to Queensland and Western Australia.

Mr. Court: Before the Premier answered your question he had inquiries made at other departments as well as his own.

Mr. TONKIN: That is so.

Mr. Court: There is no trace of such a letter.

Mr. TONKIN: It would be a most remarkable thing if such a direct statement were made without any basis. I admit that not everything one reads in periodicals and newspapers can be believed; but this is written in such a way as to convey with it an indication that the writer knows what he is talking about. If such a circular were sent—and I propose to take some steps to find out—and the Government, after searching back for two years knows nothing of it, it would appear it did not take much notice of the circular.

Of course, that is all pure assumption. Up to date we have to accept the situation that the State did not get such a circular, but fortunately avenues are available for ascertaining this, and that is exactly what I propose to do in order to establish the true position.

Members will appreciate that I have a lot more to say but no time in which to say it, so I must conclude my remarks at this stage and reserve what I still have to say for a future opportunity.

MR. WILLIAMS (Bunbury) [9.19 p.m.]: Along with other members, Sir, I would like to take this opportunity of offering congratulations on your re-election to the office of Speaker in this Parliament. There are various people in my electorate whom you know personally, Mr. Speaker, and through me they send their congratulations to you.

In his Speech, His Excellency mentions the continued economic progress and development of the State, and we have heard something about that this evening. I believe this progress is taking place, and there are many other people throughout the State who are of the same opinion. This progress is something which we can all see and there is no doubt that we can believe in it.

There is another reference in His Excellency's Speech to the tourist industry, and under this heading he says—

The past year has set new records in income earned from tourist traffic and in the number of visitors to Western Australia. Development in the North is providing access to an area of abundant interest to the visitor.

He goes on to say—

The tourist industry is now the State's second biggest earner of income from the Eastern States. The Tourist Development Authority is continuing its policy of subsidising development of beaches, caravan parks and other tourist amenities.

My few remarks will not be directed at the tourist industry but at town planning, which has a considerable impact on the economic progress and development of the State as well as its tourist trade. In this respect I shall refer particularly to town planning in country areas. As a result of some questions I asked in the House last week I find there is a shortage of staff in the country section of the Town Planning Department and I think this will become apparent from the arguments which I intend to put forward.

I asked the Minister representing the Minister for Town Planning several questions concerning the officers in the Town Planning Department and I was advised that the total number of officers is 55. The number of planning officers or assistants, administrative officers, clerical officers, and general staff totals 55, and I asked the Minister also what number of officers in those classifications were employed directly by the country section of the Town Planning Department. In reply to this question the Minister said that there

were two planning officers, one planning assistant, and two draftsmen employed full time on country work.

I should now like to advise members to the best of my ability of the duties of these officers because I believe that this question has a lot to do with my later remarks. As I understand it, it is the duty of one of the planning officers to be responsible to the commissioner for all planning work outside the metropolitan area. This covers virtually the whole of the State outside the defined metropolitan area. That officer is responsible for the town planning schemes of each individual town that asks for a scheme, as well as for regional studies. A region is composed of a certain number of towns; and, in my own case, the region would consist of the Bunbury, Capel, Harvey, and Dardanup shires. The regions of Albany, Geraldton, Northam—and probably in time to come, Esperance—would all have certain other towns included within their regions.

The second planning officer's duties involve regional and geographic studies to enable schemes to have some sense. This involves the study of the future development in the towns concerned as well as gauging their future population, what problems those localities have, and a compilation of reports on these aspects. The planning assistant is responsible for the examination of and the recommendation to the Town Planning Department in regard to all subdivisions and appeals in areas outside the metropolitan area. As members will realise, of course, there are many subdivisions taking place in country areas and there is a good deal of re-zoning. Consequently there are many appeals. He is also responsible for the administration of existing schemes and what little time he has left, if he has any, he has to spend on new schemes.

The work of the two draftsmen is obviously the result of what the other three officers do; and as town planning schemes come forward the draftsmen are called upon to place on the maps the various colours showing zoned areas and the like. Their work really hinges on the amount of work done by the other three officers which, I believe, is a great deal.

I understand that in Western Australia we have 56 country town planning schemes, and this information surprised me greatly. These schemes range from places as far afield as Wyndham in the north to Esperance in the south, and quite a distance east.

Schemes which have been done privately—although not wholly and solely privately because the department has been involved administratively—have thus been assisted by the Town Planning Department at some stage. However, now they are constantly being referred back to the Town Planning Department for the solution of some administrative problem or attendant matters.

Such schemes number 11, and some of the towns affected include Bunbury, Busselton, Northam, Merredin, Corrigin, Narrogin, Margaret River, Augusta, Bridgetown, Australind, Moora, and Katanning. Schemes that are being prepared and actively worked on by at least three officers of the Town Planning Department number 22, and embrace the towns of Geraldton, Esperance, Goomalling, Calingiri, Bolgart, Wongan Hills, Ballidu, Dalwallinu, Natara, Beverley, Mullewa, Dongara, Denison, Wyndham, Port Hedland, Carnarvon, Jerramungup, Hyden, and Narembeen.

Those schemes about which inquiries have been made, and on which some preliminary moves have been made, number 23. These are schemes in connection with which a shire has asked the Town Planning Department to have a look at its area for the purpose of town planning. Such towns include places like Harvey, Broome, Kondinin, Lancelin, Pithara, and many others. These three different schemes I have outlined total 56; and, in addition to this work, these three officers are asked at various times by the Land Settlement Board to conduct studies and surveys of towns which are coming into being as a result of various projects being initiated throughout the State. These studies have been made at places such as Koolyanobbing, Kununurra, Exmouth Gulf, and King Bay.

It is very pleasing to see such a large number of local authorities asking the Town Planning Department to have their town planning schemes implemented; because I believe that, in some parts of the State, until the pre-war years nothing was done about town planning, but nowadays people are quite conscious of the need for proper town planning, not only in the metropolitan area but also in country areas. However, the work of the officers of the country section of the Town Planning Department varies considerably from the work performed by those officers on town planning in the metropolitan area, not only because of some peculiarities between the two sections, but because of the distance the officers in the country section have to travel.

If a shire in the metropolitan area requests that a town planning officer be made available to work on a scheme on a particular day I suppose it would take him possibly only an hour to get from his office to that particular shire, barring, of course, any traffic snarls he might encounter. It would not take him any longer to travel from the Town Planning Department to the office of that shire. However, when an officer employed in the country section of the Town Planning Department receives a call to go to Wyndham or some other place in the north, or, alternatively, a centre situated in the south, such as Esperance, it means that he will be engaged not merely for an hour but at least one day.

If, for instance, he has to travel to Bunbury it would mean that he would be on the road for two hours 15 minutes each way, making a total of about 4½ hours travelling time. Therefore an officer assigned to a job in Bunbury would not be prepared to spend four hours on the road to discuss town planning matters with the local representatives of the shire which might take him only an hour; it is more than likely he would line up other matters for his attention which would occupy him for the whole day.

In travelling to a place in the north, and depending on the mode of transport used—either car or plane—such a journey could take up to five days, the time being also governed by the complexities of the problem with which the officer may be faced. Therefore, in comparing the work of the officers of the Town Planning Department there is a great difference, for a start, between the time spent in visiting particular areas. Further, the problems in the country are more diverse, I feel, than those in the metropolitan area. Admittedly, any suburb has its own particular problem, but in the country each town has its own problems which no doubt are occurring frequently in various shires of the metropolitan area.

The means by which a local authority can implement a town planning scheme are, I consider, limited to a degree, because the amount of finance available to a local authority by way of rates, etc., is not quite as great as that available to its counterpart in the metropolitan area. Therefore I believe that at times a local authority in a country district may experience difficulty in having a town planning scheme planned and implemented by a private town planning consultant.

A total number of 56 town planning schemes which I have no doubt, will increase considerably over the next five years—together with the reasons I have outlined—suggests, in my opinion, to the Minister for Town Planning, that he should give consideration to increasing the number of officers employed in the country section of his department.

The information I am now about to give has not been supplied by the Minister, but is my own. I believe there are nine country town planning schemes about which inquiries have been made, but on which nothing can be done. It is not possible for the officers at present employed to do any more than they are doing now. I believe the officers employed by the department at present are dedicated to their work. They really believe in town planning and they do their best to get as much done as possible—but of course, when one is pushed for time, as they are, it necessitates their working not eight hours a day but 15, 16, or more hours per day.

Town planning has also quite an influence on our tourist resorts, because I believe that in these days of fast transport by motorcar and other easy and swift modes of transport, one has only to make up one's mind to travel to a holiday resort on the coast or some inland country town and one reaches one's destination within a few hours. Consequently there are a number of small holiday resorts springing up all along the coast. I instance a place such as Kalbarri which is at the mouth of the Murchison River. I visited that place myself in May whilst I was on holiday and I was surprised at the development that is going on. This is one of the towns which is being assisted by the country section of the Town Planning Department to implement its development scheme. Similarly, there are a number of other areas stretching to the north and down along the south coast to Esperance.

I am of the opinion that nearly all the coastal resorts and other places where development will eventually take place should be given some consideration, and the Town Planning Department should not wait for a commencement of such development. These places should be planned before the development starts because then it could proceed in an orderly fashion and in a way which is most beneficial to everyone.

I believe that no recommendation has been made, so I recommend to the Minister that an officer of the Town Planning Department be sent to the Eastern States or even overseas to conduct a study or a survey of coastal holiday resorts with emphasis on their mode of planning so that we can keep an eye on the future—perhaps even for the next 10 or 15 years—so that a plan can be laid down over this period for the various holiday resorts. If such a suggestion is followed I believe that £1,000 spent today is worth the expenditure of hundreds of thousands of pounds in a few years' time. I commend that suggestion to the Minister and I hope that in the near future we will see some increase in the number of staff employed in the country section of the Town Planning Department.

The only other matter I wish to refer to at this stage is the technical school at Bunbury, which subject I raised last session. This is a regional technical school. Last year I mentioned that great expansion was taking place within it. It was started in 1963, and 1965 has seen even further expansion. I believe that in 1966 the school will be full to capacity and will be unable to accommodate any more new students in a great number of subjects.

I would like to draw the attention of the Minister to the figures for student hours in the first terms of 1963, 1964, and 1965. In 1963, when the technical school

was started, 22,889 student hours were logged; in the first term of 1964, approximately 42,591 student hours were logged. This is roughly a 100 per cent. increase. In term one of 1965 approximately 52,700 student hours were logged. This is getting very near to saturation point in so far as the size of the present school is concerned.

There are insufficient rooms at the school for night classes, and this is reduced to 24 night classes being held in the Bunbury High School each week. I realise that this must happen before a new school can be built, because when the existing school is only just filled, and not overflowing it is not an economical proposition to build another school, due to the fact no doubt that the Minister has many calls on the finance available through his department for other towns. I believe, however, that the time has come when serious consideration should be given to the securing of a new site in Bunbury for a technical school, and I feel that this should be built not later than 1967. If it is at all possible it should be built in 1966.

There is difficulty at the moment in making available the required accommodation for trade apprentices. It was said in this House by the member for Collie only the year before last that we—that is, Bunbury—would not get enough trade apprentices to use that section of the technical school; that they just would not go to Bunbury. But here we find, two years later, that the requirements there are not sufficient to cater for the number of apprentices using the school. With the growth in industry, not only in Bunbury, but in the surrounding districts—including your own, Mr. Speaker—there will be an even greater need for this very necessary section of education.

Great difficulty is also being experienced in the provision of accommodation for classes in practical technical training for the electrical trade. I am now talking about night classes for retraining, and also for the radio certificate course. The radio certificate course is being taken by a number of people within the area; and not only in Bunbury. It is being taken by fishermen, and by people who have their own pleasure craft; and it is also being taken by licensed pilots and by trainee pilots. It is part and parcel of the course to secure a private pilot's license.

Difficulty is being experienced, also, in providing practical training for farmers. As members know, these days if farmers have not a welding plant of their own and there happens to be one nearby, and they can use it, it can save them a considerable amount of money and time. There is not sufficient room available to provide for farm welding, motor maintenance, and diesel instruction for farmers. Of course,

as we all know, the maintenance of motors both internal combustion and of diesel engines is very important to all farmers.

At the moment it is not possible to meet the extensions of the certificate and diploma training courses. There are a number of cadets who wish to take out their certificates or diplomas on various subjects, and they are unable at the moment to do this because of the lack of accommodation. That is the main reason. Applications are also received for the provision of initial subjects for the diplomas of mechanical engineering and civil engineering. The demand is mainly coming from cadet and trainee engineers from the Main Roads Department, the Irrigation Department, the Drainage Department, and the Public Works Department. There is also a demand from local industries and from the local authority. If it were possible to incorporate all these aspects of technical education in one technical school I feel it would do the entire south-west area a great deal of good, quite apart from promoting decentralisation.

The technical school advisory committee has recommended to the department a site of approximately 10 acres south-east of the town. It is not within the present residential area of Bunbury, but it has been recommended as a site which in the next five to 10 years will be a very accessible portion of the town both from the residential and from the industrial point of view.

This is adjacent to the proposed outer ring road which will be connecting the Perth-Bunbury Highway to the Bussell Highway; so access will be no problem, and it will not channel traffic to the northern end of the town, which is becoming a bottleneck. This is one of the reasons why I advocated the planning of this scheme in my earlier remarks. I did so in order that consideration could be given to the future and that the whole scheme might be carried out with commonsense.

Accordingly I would ask the Minister to investigate this matter of the technical school as soon as possible, and I hope and trust that we may see the beginning of a new technical school in Bunbury in the next two years.

MR. MOIR (Boulder-Eyre) [9.42 p.m.]: I join with other members, Mr. Speaker, in extending to you my congratulations on once more being elected to the high office you hold. There are a few matters with which I would like to deal, now that I have the opportunity of speaking to the motion for the adoption of the Address-in-Reply.

One matter that concerns me very much, and it must concern a number of other people, including members here, and members of the public outside, is the appalling accident and death rate which we have experienced on the roads, and which

seems to be ever mounting. There are a number of aspects of this problem with which I do not propose to deal tonight; but, like other people, I receive a considerable amount of printed matter on this question, and quite a lot of it from the National Safety Council which, in my opinion, is endeavouring to do a good job.

The National Safety Council, quite rightly in my view, emphasises the necessity for providing safety belts in passenger cars; indeed, I think they should be fitted in all vehicles to protect the driver and the passengers. One thing that struck me, however, is that although the National Safety Council gives quite a lot of publicity to the necessity for these steps to be taken, we see advertising carried out by motorcar firms and by firms that sell petrol and oil in which they depict cars being driven; but I have not once seen a safety belt displayed. We do not see drivers depicted with safety belts on television or other means of advertising. This matter should be taken up by the National Safety Council with the parties concerned, to seek their co-operation in bringing before the public the need to fit safety belts to cars.

Any sensible person is aware that safety belts do not prevent accidents; but in most cases the use of such belts does prevent the accidents from being more serious.

Mr. Craig: I think the oil companies will follow your suggestion, because they subscribe rather generously to the National Safety Council.

Mr. MOIR: With practically no cost to themselves, the oil companies could take that further by depicting in advertisements the passengers and drivers wearing safety belts. While this Government advocates the use of safety belts it does not insist on their use. I have noticed some Government cars being fitted with only one safety belt for the passenger in front but none for the passengers at the back. I have seen cars in which one safety belt is provided for the driver and one for the passenger in the front seat, but none for the other passengers.

On the 5th August I asked a question of the Premier on the subject. It was—

- (1) Is it considered that the fitting of safety belts in cars is a desirable measure that results in the lessening of injuries in the case of accidents?
- (2) If so, what is considered the most effective type of belt?

The answer given by the Premier was—

- (1) Yes.
- (2) Combination lap/sash type.

I understand the combination lap/sash type is considered to be very good. It is the type which I have fitted to my car in Kalgoorlie.

I was astonished when I asked further questions of the Premier to learn that the least efficient and the cheapest type of car belt was fitted to Government cars. On the 10th August I asked the Premier this question—

- (1) How many of the Government's fleet of cars are equipped with safety belts?
- (2) Are any not so equipped?

His answer was—

- (1) and (2) From a survey of 32 departments and utilities covering 2,012 passenger type motor vehicles, it was found that 1,664 were equipped with safety belts and 348 were not equipped.

So 348 Government vehicles were not equipped at all. In reply to the third part of the question as to what type of belts are used, and how many are provided in each case, the Premier gave this answer—

- (3) Lap type belts are used throughout and normally two belts are provided per vehicle. The exceptions are 34 vehicles which have four belts and 197 vehicles which have only one.

What is the reason for supplying only one belt to 197 vehicles?

Mr. CRAIG: That depends on the type of vehicle. They are not all passenger cars.

Mr. MOIR: The Premier said that normally two belts were provided per vehicle. Although the Government has many cars which have a capacity for six passengers, and very often carry that number, the maximum number of belts provided to each car is four. It is just as important to protect all the people in a passenger vehicle as it is to protect those in the front, because passengers on the back seat are as much exposed to danger as the others. The Government seems to adopt a parsimonious attitude in respect of the installation of safety belts, for 348 vehicles are not fitted with them at all.

When I look at the answer to a similar question which was asked last year I am uncertain whether or not I can assume that the answer given in 1963 and that given this year are realistic. On the 9th October, 1963, the member for Victoria Park asked the following question in this House:—

- (1) Have safety belts been installed in any Government cars?
- (2) If so, in how many?
- (3) If not, does the Government propose to take action in this regard in view of the importance being placed on this safety measure during the current "Safety Week?"

The Premier replied—

- (1) Yes.
- (2) Approximately 2,400 have been supplied.
- (3) Answered by Nos. (1) and (2).

I would point out that in the answer which the Premier gave to me he said that 1,664 vehicles had been fitted with safety belts, but in the answer which he gave in 1963 he said that 2,400 vehicles had been so fitted. There is a difference of approximately 800 vehicles in the two answers.

Mr. CRAIG: What probably accounted for that was that employees using their cars on Government business were given the opportunity to buy safety belts at cost price, and that number would probably be included in the answer given in 1963.

Mr. MOIR: It appears that the use of safety belts is decreasing.

Mr. CRAIG: Your question referred to Government cars, and the difference might not have been included in the number you got.

Mr. MOIR: The wording in both questions are applicable to Government cars.

I now touch on a matter which has caused great concern to the people on the goldfields over many years. Legislation was passed in the last session of Parliament which those people thought would overcome their difficulties. I refer to the incidence of disablement through silicosis, which is applicable to the mining industry. It will be recalled that a committee of inquiry was appointed, and this committee investigated the incidence of silicosis and allied industrial diseases. It brought down certain recommendations, as a consequence of which the Government introduced a Bill to amend the Workers' Compensation Act, based on some of those recommendations.

The Government's Bill did not go as far as the committee recommended, but nevertheless it did go quite a way. Legislation that comes before us is explained and debated; and when it is passed members believe it will do certain things. However when that legislation comes into operation it does not do the things it was intended to do. That is the position in regard to this legislation. As a result, considerable doubt has arisen as to the provisions of the Workers' Compensation Act; and if that doubt is allowed to continue, a very grave injustice will be done to quite a number of people.

Last year the Workers' Compensation Act was amended in order to overcome a difficulty that had existed all along; and that was in regard to people who had left the mining industry comparatively unaffected by silicosis, and who, after the

passing of a number of years, manifested the disease and became disabled in varying degrees. Because of the limitations imposed by the Workers' Compensation Act, they were unable to be compensated.

The legislation passed last year was designed to remove the bar that had previously applied, very pertinent amendments being made to section 8 of the Workers' Compensation Act. At that time it was thought that every person who had come in contact with silicosis and had contracted the disease and was disabled to a substantial extent, would be compensated irrespective of how long ago they had left the industry. I refer to section (1b) of section 8 which reads as follows:—

(1b) Subsection (1a) of this section applies and shall be deemed always to have applied to every worker who, being disabled in the manner and circumstances therein provided (irrespective of when he was so disabled), is living at the date of the coming into operation of the Workers' Compensation Act Amendment Act, 1964;

I am sure we all thought that provision would be applicable to people who had become disabled. But we find that the State Insurance Office is interpreting it in a way—no doubt on the advice of the Crown Law Department—that is entirely contrary to what was thought desirable at the time. I do not know to what extent this goes, but I have placed questions on the notice paper today which I hope will give us some indication of how many people are affected.

I have here a notification to a man who had claimed compensation after going before the medical board set up under the Act, who was assessed to be 30 per cent. incapacitated from silicosis, and who was refused compensation by the State Insurance Office. This man is now confronted with the possibility of having to take legal action against the State Insurance Office to establish a claim.

It was pointed out last evening by my colleague, the member for Kalgoorlie, that a worker concerned in such a case is placed at a distinct disadvantage, because he has to engage a lawyer who is well versed in compensation law, while the employer has the benefit of a Crown Law Department lawyer at no expense to himself.

Mr. O'Neil: How long ago was that advice by the State Government Insurance Office given in respect of this particular person?

Mr. MOIR: This is dated the 24th June, 1965.

Mr. O'Neil: I think I know who you are referring to.

Mr. MOIR: I will read the letter without mentioning the name of the man concerned. It is as follows:—

I confirm the verbal advice given to you that although as a result of your examination by the Pneumoconiosis Medical Board it has been established that you are partially disabled by silicosis to the extent of 30%, you have no entitlement to compensation as you are not regarded as suffering any economic loss. Whilst you continue in your present employment your claim will remain in abeyance. Should you, however, find it necessary on medical grounds to cease your present employment or to seek alternative employment your claim will be further considered on production of supporting medical evidence.

Mr. O'Neil: Is that from the office in Perth or from the agent in Kalgoorlie?

Mr. MOIR: It bears the signature of the general manager, although I am quite sure he did not sign it because it has a squiggle alongside it. However, it purports to be the general manager. This is the position we are getting into. This is something entirely different as far as the Workers' Compensation Act relates to other types of injury; and I must point out that the worker in the mining industry has again been singled out for treatment that workers in other industries do not get.

Mr. O'Neil: Perhaps it might be advisable for you to wait for the answer to your questions.

Mr. MOIR: A worker injured in another industry is compensated, and his compensation is not in relation to some job he is able to do subsequent to the disablement; it is in relation to the employment in which he was engaged before the disablement. That is the difference. Instead of this man's disablement being taken in relation to the job of mining, he has to show a disablement in work he is doing subsequent to leaving the mining industry. That is entirely unjust.

This man would be disabled to the extent of 30 per cent. as far as his mining work was concerned, but because he is doing some other job and getting full wages—even if he is employed in a job for which the award states he shall be paid the basic wage and he is able to perform that job—according to the State Insurance Office he is not entitled to any compensation at all.

Mr. O'Neil: Have you been in contact with this applicant since the date of that letter?

Mr. MOIR: Yes.

Mr. O'Neil: Recently?

Mr. MOIR: Three days ago. That is near enough to being up to date, as far as I am concerned.

Mr. O'Neill: We might be talking about a different case.

Mr. MOIR: Yes. I would like to point out that 30 per cent. disablement is far more serious in relation to pneumoconiosis than would appear, when we bear in mind that 65 per cent. is considered a total disablement and is so regarded by the State Government Insurance Office. It pays out the total amount. It says a man is totally disabled if he has 65 per cent. disability. This man having 30 per cent. disablement, the State Government Insurance Office recognises, as it has done for many years, that the man is almost 50 per cent. disabled; yet he is entitled to no compensation at all.

I will probably have an opportunity of dealing with these cases and others at some future time, so I will leave the subject at the moment except to say that there is another anomaly. Previously if a man had silicosis in association with bronchitis, he had the amount of disability due to the bronchitis subtracted from his overall disability. However, now it has been recognised that bronchitis is industrially caused if it is found in association with silicosis and a miner so affected receives full compensation.

I stated there was another anomaly, and it is this: A worker who left the mining industry on the 13th December, 1964, is compensated on the old basis. In other words, he is not compensated for the bronchitis no matter how much he is suffering from it in conjunction with the silicosis. Yet the man who left the next day is compensated on the basis of silicosis and bronchitis if he has them both. In my opinion that is entirely unfair. The date a man leaves the industry should have no bearing on the amount of compensation he receives.

I know there is a member of the Minister's party who has taken a very keen interest in this type of industrial disease, and he is very well qualified to do so. He expressed great concern when this was pointed out to him. He said he had no idea the Act would operate that way. I believe the Minister should take a good look at this point even though it may cost considerably more, because justice should be done to all these people and not just to some of them.

I am sorry the Minister for Police is not in his place because the next item with which I wish to deal comes under his jurisdiction. It concerns the way facts are misrepresented to those who apply for an initial driver's license or for a renewal. Such people at the moment are being asked to reveal their age, and if an applicant for an initial license does not supply it he is refused a license.

The Traffic Act does not provide for that, and the Minister has gone to great pains to state that it is not compulsory for these details to be supplied. My quarrel

with the Minister is that he has issued two opposite statements, and they cannot both be right.

After the amendments to the Traffic Act came into operation last year many people made complaints—and I am quite sure that some members opposite have had complaints made to them—that the traffic authorities were demanding their age when they renewed their license or obtained their first one.

In *The West Australian* on the 22nd October last year, an irate reader wrote a letter concerning something which he considered was entirely unnecessary. His name was given and he comes from East Fremantle, his letter reading as follows:—

On opening the envelope containing my driver's license, I found a note demanding the date of my birth.

On entering the traffic office I was presented with a form demanding the date of my birth, the colour of my hair, the colour of my eyes, my height and general complexion.

This I consider is a direct insult to a respectable citizen. It tends to put one on the same plane as a criminal, except that my photograph and finger prints were not taken.

I would like to ask Police Minister Craig what were the totals of deaths, accidents and police court offences for the last 12 months in the age groups from 16 years to 30 years and from 60 to 85.

It will be very interesting to see who requires driving tests.

I am not concerned with some of the things mentioned in that letter, but the Minister replied to the portion about which I am concerned. He said—

The driver is not forced to reveal his age.

Mr. Craig: That is so.

Mr. MOIR: That is quite plain.

Mr. Craig: He is required to disclose his age under certain circumstances. For instance, if a lad applied for a license, the policeman concerned would require some certification that he was of an age to be granted a license.

Mr. MOIR: I am quite well aware that in some circumstances a person must reveal his age. However I maintain that there is a big gap between a person of the age of 17, which is the minimum age, and a person who is 75 years old. Anyhow, the Minister stated that the driver is not forced to reveal his age. Nothing can be plainer than that.

Mr. Craig: Do you want us to amend the Act to have this enforcement?

Mr. Tonkin: No. What he is saying is that that is not true.

Mr. MOIR: I thought I made it plain enough. What I am saying is that the Minister says one thing on the one hand and something else on the other, which I will show presently. I have tried to ascertain by questioning the Minister what the law is. Is it compulsory for a person to supply his age, or is it not compulsory? That is what I want to know.

Mr. Craig: It is in certain circumstances.

Mr. MOIR: The Minister gave the answer. He said that it is not compulsory—that the driver is not forced to reveal his age. He has said that in other cases, too, as I will show directly. On the 5th August I asked the Minister the following questions:—

- (1) Is he aware that although he made a definite statement in the Press last year that it is not compulsory for all applicants to furnish their ages to the issuing officer when applying for renewal of or initial motor driver's license this is being insisted on by some issuing officers who assert that recent amendments to the Act make this obligatory?
- (2) Is he aware that many people particularly women, object to having their ages shown conspicuously on their driver's license?
- (3) Will he take action to see that this is discontinued?

To the first question he replied—

- (1) The Traffic Act requires all drivers over 75 years of age to undergo a driving test. It also specifies that a person must be of a certain age before a license can be issued. If the Commissioner of Police is expected to effectively police these requirements, it is desirable that he should have knowledge of a person's age although it is not compulsory for a person to supply this information. The Act has not been amended to make this obligatory.

The Act has not been amended to make this obligatory. Then, in answer to the part of the question asking whether he was aware that many people, particularly women, object to having their ages shown conspicuously on their driver's license, he said, "Not since the position of the date of birth on the license has been relocated." The complaint I have had is that people object to having their age shown on the driver's license. The Minister has told me the position has been relocated—shifted from one place to another—and then he tells me later that now there is no complaint. Well, I had a complaint on Saturday about it, and it is not as the Minister assumes—that the license previously showed the age through the window of the letter. That has been altered.

It is not because of that at all. People use licenses for quite a few purposes. One is identification.

Mr. Craig: Would not the disclosure of age assist in identification?

Mr. MOIR: Not necessarily. If a person wanted to identify herself as Mrs. J. J. Brown, the fact that she has a motor driver's license in the name of Mrs. J. J. Brown, while not proving conclusively that she was that person, would go a long way.

Mr. Evans: The signature is on the license, too.

Mr. MOIR: Yes; the signature is on the license, and identity could be readily proved in that way.

I have also had complaints from men. One was from a man who lost his job through having his age displayed on the driver's license. He had applied for a driving job and after an interview he was given the job and told when to commence work. As an after-thought the employer asked him if he had a license to cover the particular type of vehicle. The man handed his license to the employer, and when the employer saw that he was 45 years of age he told the man that he wanted someone younger. That man was quite acceptable up to the time his age was disclosed on the license. Then he was refused a job. There may be other circumstances similar to that.

On the 11th August I asked the Minister a series of questions a section of which is as follows:—

Adverting to question 20 of the 5th August, will he not agree that compulsion is practised when a traffic department officer refuses to grant an initial motor driver's license to a person obviously over the age of 17 years and obviously under the age of 75 years solely for the reason that the person has not supplied his age for the purpose of display on the motor driver's license?

The Minister's answer was as follows:—

The Commissioner of Police is not aware of any instances where a person applying for an initial motor driver's license has objected to supplying his date of birth.

The Minister completely dodged the question. He did not even try one of the smart answers. He completely dodged it. He said, "The Commissioner of Police is not aware . . ." If the Minister is not aware that it is going on, I will tell him it is, because I have tested it out myself. I asked an issuing officer if he would issue an initial license to a person who did not supply his age, and the answer was "No." When I asked him if he was aware that the Act did not require a driver who was not 17 years of age or 18 years of age, and not 75 years of age, to supply his age,

he answered that he did not know but his instructions were that everybody had to give his age irrespective of what it was.

Mr. Lewis: It would be entered on the original application.

Mr. MOIR: If the Minister for Education will be patient—

Mr. Lewis: I was merely asking you a question.

Mr. MOIR: I went to a police station in the metropolitan area last year to renew my license, and when I approached the counter I observed a little notice pasted on the glass partition stating that owing to a recent amendment to the Act it was necessary to supply one's age. When I tendered the money the person behind the counter tapped on the glass and pointed to the notice. I told him I had seen the notice but did not have to supply my age. He looked at me and said he would not renew the license. I told him to make up his mind, and he said he could send me back to Kalgoorlie. However, he said he would renew it on this occasion, and I got my license.

At the Water Supply Department, in Kalgoorlie, where licenses are renewed, the officials know full well that the age is not necessary, because when I asked the same question there they said it was not compulsory. They said they did not care whether the age was supplied; so long as the money was tendered they would renew the license. I received a letter from the commissioner, and I have acquainted the Minister with the contents of the letter. It was a circular and it read as follows:—

Dear Sir/Madam,

A recent amendment to the Traffic Act makes it necessary for the age of all motor drivers to be recorded. When applying for a renewal of your license you omitted to show your date of birth. To avoid inconvenience your license has been renewed . . .

I ask the Minister to note that. To continue—

. . . and I would appreciate your co-operation by endorsing the date, month and year of your birth in the space provided above. On completion, the form should be posted to the above address or left at any police station or traffic office.

I acquainted the Minister with those details in a question I asked as follows:—

As this is obviously designed to convey the impression that the tendering of the information is obligatory, will he take steps to have this discontinued?

And the answer which the Minister gave to me is really a gem. He said—

I do not agree that the letter infers compulsion and it is not intended to change the procedure.

That was after being informed that in order to avoid inconvenience, the license had been renewed. Would it not be a

correct assumption to say that if the department was not concerned about affording me inconvenience, it would not have renewed the license? But to avoid inconvenience to me it did renew the license.

Mr. Lewis: It was a special concession.

Mr. MOIR: Reverting to the letter purporting to be from the Commissioner of Police—I can see by the usual squiggle under the signature that it was not that of the Commissioner of Police—he quoted a section of the Act which makes it necessary for the age to be supplied. However, on looking up the section of the Act he has quoted, I find that it does no such thing. He has quoted section 23 (2) (c). It reads as follows:—

Has demonstrated his ability to control the class of motor vehicle for which the appropriate driver's license is sought; and . . .

I take it that section applies to a person initially applying for a license. I do not see what it has to do with the question I had asked. The other section quoted to me was section 24 (5) which is as follows:—

The Commissioner of Police shall not renew a driver's license, in the case of a license holder aged seventy-five years or more, but less than eighty years, unless the license holder has, within the past three years, satisfied him, and, in the case of a license holder aged eighty years or more, until the license holder again satisfies him, that he conforms with the requirements of paragraph (c) of subsection (2) of section twenty-three of this Act.

I do not think that section requires a license holder to state his age. However, I believe the Act should be amended to make it an offence for a person of that age to attempt to drive without first having had the necessary examination.

I know there was a lot of controversy over this point last year and I think the Minister's difficulty is caused by the fact that the onus is placed on the Commissioner of Police when it should be placed on the person holding the license. The Act should be amended to provide that a person of 70 years of age or over, or at the age of 75 years, should, when he has to demonstrate his ability to drive, disclose his age; and the onus should be placed on him and not on the Commissioner of Police in that regard.

We have the spectacle of the Minister stating emphatically that the age does not have to be disclosed, and at the same time he says the commissioner has to know the age. I think the Minister should look at the whole position; and, if he considers it necessary, the Act should be amended to provide for it. He should not be giving this sort of reply to a

member who asks a question. I am not asking for information for myself; I am asking for it on behalf of people who come to me about these problems and want to know the position. There are people who object to disclosing their age. Most of the complaints I have had have come from women, and I think they are entitled to object.

I do not think a person should have to carry all sorts of information about with him. I know the police consider it desirable to have everybody's fingerprints recorded; but it would not be desirable, at least in my view, if people had to carry a card in their pockets or in their wallets showing their fingerprints.

Mr. Crommelin: Some fellows are proud of their age. A young fellow in Claremont last year applied for and got his license at the age of 95. He did not mind putting his age on the license.

Mr. MOIR: He may be able to drive a lot better than some at the other end of the scale.

Mr. Crommelin: I wouldn't drive with him.

Mr. MOIR: On the other hand, he might not want to drive with you, either!

Mr. Evans: He may not vote for the honourable member if he reads *Hansard*.

Mr. MOIR: We all know some elderly people who are able to drive quite well—some of them a lot better than young people—and there are young people who cannot drive at all, although they think they are very good drivers. I think many accidents are caused by people who think they are a lot better drivers than they really are.

I hope, if I have a need to ask the Minister for Police questions about other matters, that he will not equivocate in this manner. Since he has been in Parliament I have had a fairly good opinion of him, but I must confess that the answers he has given me, and the answers he has given to some other members on this side of the House, have shaken my confidence in his veracity.

Mr. Craig: I will try to restore it for you.

Debate adjourned, on motion by Mr. Gayfer.

BILLS (2): RETURNED

1. Constitution Acts Amendment Bill.
2. Parliamentary Allowances Act Amendment Bill.

Bills returned from the Council without amendment.

House adjourned at 10.31 p.m.

Legislative Assembly

Thursday, the 12th August, 1965

CONTENTS

	Page
ADDRESS-IN-REPLY : SIXTH DAY—	
Speakers on Motion—	
Mr. Gayfer	285
Mr. Sewell	291
Mr. Davies	297
QUESTIONS ON NOTICE—	
Adoption of Children—Natural Parents :	
Inclusion of Names on Documents	277
Cotton Growing at Ord River—Oil Ex-	
traction Plant : Financing	282
Health—	
Cigarette Smoking—Advertisements :	
Inclusion of Warning of Health	
Dangers	278
Dental Treatment at North Perth—	
Cancelled Appointments : Fee	
Charged	278
Kalamunda High School—	
Playing Field : Boring for Water	278
Total Expenditure	278
Lotteries Control Act—Conduct of a Lottery	
by a Club : Result of Draw and Com-	
mission's Reprimand	277
Properties in Kalamunda—	
Rates and Taxes : Increase	279
Revaluations	278
Town Planning : Compensation Claims	
Public Transport Passengers : Insurance	
Coverage and Claim of Mrs. Bell	280
Railways—	
Property at Merredin—	
Leases by Oil Companies—	
Number	281
Rental and Expiration	281
Stock Yards : Ownership, Cost,	
and Replacement Cost	281
Railway Stations—	
Merredin—	
Construction, Rebuilding, and	
Additions	281
Cost	281
West Midland—	
Provision	279
Up-platform : Removal	279
Sleepers—Mt. Newman Project : Ship-	
ment through Albany	281
Standard Gauge Railway—Midland-	
Kewdale Section : Tenders for Con-	
struction	279
Roads—	
Main Road at Bassendean—	
Acquisition of Properties and	
Commencement of Work	279
New Bridge over Swan River	
Main Roads Department : Expendi-	
ture in Metropolitan and Country	
Areas	279
Superphosphate : Deliveries to Country	
Centres	282
Veterinarians : Number and University	
Course	280