

law relating to the sale, supply, and consumption of liquor and the service to be rendered, etc.

This is the basic thing the law is seeking to achieve and if we intrude some of these other measures which I believe are the responsibility of Parliament in other legislation, we only confuse the issue.

I am sorry the member for Belmont intruded the question of personalities and background—religious and otherwise—of the members of the committee; because I can assure him that this was never in the mind of the Government at all. In fact, I would hazard a guess that the question of the three members of the committee being of the one faith is quite wrong. If it is not, then all I can say is that one member has changed his mind in recent years.

That, however, is beside the point. The two gentlemen and a lady were accepted by the Government because they had what looked to be the diverse type of experiences required. One was a very eminent member of the legal profession, the other was very highly respected in the commercial fraternity; and the woman, we felt, could bring a fairly broad approach to the woman's angle so far as this very contentious matter was concerned.

When their names went forward I personally felt that it would be a well-balanced committee and quite acceptable. This has certainly been our experience.

The committee set about doing its job thoroughly and I have heard no real criticism of its handling of the proceedings. The only criticism I have heard was that on the TV tonight as it related to the giving of evidence. I did not consider that as real criticism and felt it was probably a misunderstanding when it was suggested that a group of people with common interests would present one case. It was claimed that as a result there were not as many people as there should have been giving the story of the opponents of liberalising the liquor laws.

In my mind that particular point of view, which is against any liberalisation of the liquor laws, has been amply represented and has certainly been very effective in getting in touch with members of Parliament. I can say without any hesitation that contrary to the experience of one of the members on the other side of the House the main approach to me has not been from the liquor trade but from the people opposed to any extension of the legislation.

I respect their views; they are entitled to have them. I do not take quite the attitude adopted by the Deputy Leader of the Opposition in respect of this matter. They did not irk me as apparently they did him. This does not mean to say that I accept their viewpoint, but at least I

do, together with all members of the House, give consideration to the viewpoint expressed by these people, because I know some of them feel very strongly indeed on the subject. I know that in my own family, my mother and father felt very strongly on these matters; nor is it a question of being one-eyed about these things. It is just that they believed in a certain way of life and they did their best to sell this to other people. Whether they sold their view intemperately is another matter. The fact is they felt strongly this way, and there are plenty of people who feel as they did.

We have to admit that on this question there is the usual division of opinion. After all, we expect that. We are just 51 very ordinary people from all walks of life, and I sincerely hope that we can settle down in the Committee stage to try to hammer out the legislation so that at least it represents progress in this very difficult question. I, for one, do not subscribe to the view that we should go all the way at the one time; and if we go a little slower than some people would like us to go it might not be a bad thing.

Question put and passed.

Bill read a second time.

House adjourned at 12.1 a.m. (Thursday)

Legislative Council

Thursday, the 30th April, 1970

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 2.30 p.m., and read prayers.

QUESTIONS (8): ON NOTICE

1. EDUCATION

Cannington Primary School

The Hon. CLIVE GRIFFITHS, to the Minister for Mines:

Further to my questions on the 7th and the 13th August, 1969, concerning the re-siting of the Cannington Primary School—

- (1) Does the Minister for Education still consider that the Parents and Citizens' Association is being fairly treated?
- (2) Did the agreement referred to in answer to my question (2) on the 7th August, 1969, fully protect all of the facilities both within the school and in the school grounds, as provided in the old school by the Parents and Citizens' Association?

- (3) Would the Minister assure the House that sporting facilities similar to those provided in the old school, will be included in the present programme of works on the new school?
- (4) Will the Minister now lay on the Table of the House all papers and files dealing with the change of location of this school?
- (5) (a) What was the total area of land in the existing school site; and
(b) what is the total area of land in the new school site?

The Hon. A. F. GRIFFITH replied:

- (1) The Education Department is doing everything possible to ensure that the Parents and Citizens' Association does receive fair treatment.
- (2) Yes, the agreement provides for the replacement of facilities existing on the present site.
- (3) Yes.
- (4) No, but on request the Education Department's file will be available at the Minister's office.
- (5) (a) 6 acres 3 roods 11 perches.
(b) Approximately 11 acres, as portion of a 41 acre composite site for the primary and high schools.

2. INDUSTRIAL DEVELOPMENT

Land Required at Manjimup

The Hon. V. J. FERRY, to the Minister for Mines:

- (1) Would the Minister obtain and Table a report from the Minister for Industrial Development about the financial assistance to Mr. V. Purdy of Manjimup, for his toy making industry and the offers made to Mr. Purdy in respect of his land required for the S.P.C. canning industry?
- (2) Was Mr. Purdy offered a replacement or equivalent site?

The Hon. A. F. GRIFFITH replied:

- (1) Mr. V. Purdy of Manjimup was assisted by the Department by way of a guaranteed loan on the 31st October, 1968. The purpose of the loan was to enable him to enter into the production of toys and was for the purpose of completion of his factory building, the purchase of plant and working capital. It is not customary to give any further details of this form of financial assistance for obvious commercial reasons. Suffice to say Mr. Purdy has been generously and sympathetically assisted.

In regard to the acquisition by the Department of Industrial Development of Mr. Purdy's land, the property is 2 acres 4 perches and has erected on it a 60 ft. x 40 ft. shed. The Department, being aware of the cost of the land and improvements, offered Mr. Purdy \$16,000 for the property. This figure, if it had been accepted when made, would have more than doubled Mr. Purdy's capital outlay in less than two years. Mr. Purdy rejected the offer and counter-offered to sell the property for the sum of \$25,000. The Department was not prepared to pay this amount.

Subsequently, the Department learned that Mr. Purdy was attempting to sell the property for other purposes in spite of the fact the site formed an integral part of the S.P.C. project—as advised to State Parliament when the agreement was ratified.

In the circumstances, with the possibility of third parties becoming involved, it was decided that immediate action should be taken to exercise the powers of resumption granted to the State in the Agreement it has with S.P.C. Action is now in course to resume Mr. Purdy's property. In accordance with the provisions of the Public Works Act, he will be able to exercise his rights to ensure that he is paid a fair value for the compulsory acquisition of his property if need be by (a) referring the matter to an independent arbitrator for determination; (b) taking action for compensation to be determined by a judge of the Supreme Court; (c) seeking a determination of the amount of compensation payable by a compensation court consisting of a judge and assessors.

- (2) During the course of the negotiations with Mr. Purdy he indicated that he did not wish to part with his property because he wanted to continue manufacturing toys and carrying on his business of saw-sharpening. He claimed that acquisition of his property would prevent him doing this.

The Department then offered to re-establish him in the Manjimup Industrial Area, near to where he is located at the present time. The Department would have provided a block of equal size and built a factory of the same size and specifications as Mr. Purdy's existing factory.

Alternatively, they would have transferred his existing factory to the new site. The Department was also prepared to transport all

Mr. Purdy's plant and equipment in order to ensure that Mr. Purdy incurred no cost through re-establishment. When this offer was refused, the Department re-instated its former offer of \$16,000 for the South-West Highway property. This, of course, had to be withdrawn when he refused to accept and placed unrealistic values on the property.

The fairness of our \$16,000 offer will be apparent when it is realised the valuation for resumption purposes was \$7,600.

3. EMPLOYEES

Wages Statistics

The Hon. R. F. HUTCHISON, to the Minister for Mines:

What is the number of adult males in Western Australia receiving:—

- (a) the minimum wage of \$42.40 per week; and
- (b) wages in the following brackets—
 - (i) \$50-\$60 per week;
 - (ii) \$61-\$70 per week;
 - (iii) \$71-\$80 per week;
 - (iv) \$81-\$90 per week;
 - (v) \$91-\$100 per week?

The Hon. A. F. GRIFFITH replied:

- (a) A number of awards provide for the concept of the minimum wage. No information is available as to the number of workers receiving such wage.
- (b) The information required is not collated by the Statistician's Office.

4. *This question was postponed.*

5. EDUCATION

Cannington Primary School

The Hon. CLIVE GRIFFITHS, to the Minister for Mines:

- (1) Is it the intention of the Education Department to insist that some form of outdoor shelter be provided at the new Cannington Primary School similar in extent to that at the existing school?
- (2) If not, what facilities will be available for the children who desire to keep out of the weather during recess or lunch periods?

The Hon. A. F. GRIFFITH replied:

- (1) and (2) Discussions are proceeding with the Public Works Department for the inclusion of a covered assembly area between the two classroom blocks.

6.

HOSPITALS

Busselton: Rebuilding

The Hon. V. J. FERRY, to the Minister for Health:

Further to my question on the 13th August, 1969, concerning the Busselton Hospital—

- (a) has the feasibility study undertaken by the Principal Architect been completed;
- (b) if so, is the Minister in a position to advise the re-development programme; and
- (c) if not, when may it be expected that he will be able to give a clear indication as to the re-building programme of this hospital to meet the needs of a steadily growing local population?

The Hon. G. C. MacKINNON replied:

- (a) No, but a preliminary study has already been submitted to the Department.
- (b) and (c) This study is now being examined by the technical officers in the Department together with those of the Principal Architect's officers who have drawn a preliminary sketch plan which will also be dealt with.

7.

ARTS ADVISORY BOARD

Grants

The Hon. R. F. CLAUGHTON, to the Minister for Mines:

- (1) What recommendations for grants made by the Arts Advisory Board have been accepted by the Government?
- (2) What are the names of the organisations and the amount granted to each?

The Hon. A. F. GRIFFITH replied:

- (1) The Board has made no recommendations to date. It is considering submissions from various bodies with a view to recommending grants for next financial year.
- (2) Answered by (1).

8.

HOSPITALS

Bridgetown: Repairs

The Hon. V. J. FERRY, to the Minister for Health:

In regard to the Bridgetown Hospital—

- (a) are plans in hand for additions and improvements to this hospital;
- (b) if so, what is the nature of the proposed work; and
- (c) when may it be expected that the work will be undertaken?

The Hon. G. C. MacKINNON replied:

- (a) Yes.
- (b) Additional ward accommodation.
- (c) This is as yet indefinite as there is still some indecision concerning the siting of the extensions because of the difficult terrain of the existing site.

BUNBURY HARBOUR (EAST PERTH-BUNBURY) RAILWAY BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. G. C. MacKinnon (Minister for Health), read a first time.

Second Reading

THE HON. G. C. MacKINNON (Lower West—Minister for Health) [2.44 p.m.]: I move—

That the Bill be now read a second time.

The passing of this Bill will authorise the construction of a spur railway from the East Perth-Bunbury railway to the proposed new inner harbour at Bunbury, and a further railway connecting the spur line to the Bunbury station yard.

The necessity for providing the new harbour with suitable rail access has been at this point prompted by the agreements entered into under the Alumina Refinery (Pinjarra) Agreement Act and the Wood Chipping Industry Agreement Act, both of which Acts, members will recall, were passed in the earlier part of this session. As was indicated at that time, the development of these industries will entail the movement of considerable bulk tonnages by rail to port for shipment.

The Director-General of Transport, in conformity with the provisions of the State Transport Co-ordination Act of 1966, has examined the proposals contained in this measure and his report has stated that from the point of view of overall transport co-ordination he can see no satisfactory alternative to having rail connection to the proposed inner harbour.

The director-general has also examined the proposed location of the two lines delineated on Plan No. 62228A, which I have available for members' examination, and has reported that he is satisfied that the selected routes are the most economic and most satisfactory to meet the future requirements.

It is pertinent to remark that one of the consequences of the harbour work, which will occur early in the dredging programme, will be the severance of the existing rail connection between the Bunbury station yard and the Bunbury power house via "The Plug."

An immediate consideration as a consequence is the provision of an alternative rail access to serve the power house and this is an added objective of the proposed northern spur line. Construction of that line is scheduled for commencement in May with anticipated completion in October. The State Electricity Commission will safeguard its coal stockpile by accumulating a reserve of coal sufficient to tolerate a temporary interruption of the coal supplies to carry it over the two to three months anticipated construction period.

There is obviously a degree of urgency in the re-establishment of this line to the power house. The cost involved in the construction of this spur line is justified economically by the retention for the railways of the freight receipts from this coal traffic, quite apart from any other aspects.

In this connection I think it is desirable that I read part of the report of the Director-General of Transport on the aspect of coal haulage to the power house, and I quote—

In these circumstances, justification for the investment in this line which, as mentioned, amounts to \$400,000 or thereabouts, must rest, at least in the short term, with the coal traffic from Collie to the Bunbury Power Station. The station's intake of coal in the future is expected to be roundly \$200,000 tons annually. I have examined the profitability of this traffic to the W.A.G.R. and am satisfied that for the outlay involved it is traffic worth retaining, in which case, the W.A.G.R. must have a rail connection to replace its present link which will be severed when dredging of the new harbour commences shortly.

But, additionally, there is another important aspect of the proposal to construct the new spur line and connecting line on the routes as provided in the schedules to the Bill.

The existing line between Picton Junction and the Bunbury station yard already carries fairly heavy daily traffic. I understand there are some 28 train movements daily. If we had to add substantial haulage of alumina, and possibly at some future date large consignments of wood chips, to this traffic, considerable improvement works on this line would be entailed.

There is the further aspect that when the spur line is brought into use, it will reduce the traffic density on the Picton-Bunbury station yard section of line by the diversion of the power house coal traffic. As I mentioned, it will also be the access line to the alumina berth, which is proposed to be built on the northern side of the new harbour.

With the development of alumina traffic, it would follow that the harbour authority would need to construct internal rail connection from this line to the berth constructed for handling the alumina.

The second section of the line connecting the spur line with the Bunbury station yard, as described in the second schedule to the Bill, will service the south side of the new harbour and provide for the proposed berth for wood chips.

As has been indicated in the director-general's report, the timing for commencement of the work on this line will be dictated by developments in connection with the wood chip industry. Final details of the cost of this proposed line have not been established but it is estimated to cost approximately \$200,000.

Parliamentary sanction given at this point for the construction of this line will enable the department to proceed to finality with such preliminaries as resumption of land, etc.

It is my intention to lay on the table of the House, for the information of members, a copy of the Director-General of Transport's report, together with a copy of W.A.G.R. Civil Engineering Branch Plan No. 62228A. I commend the Bill to the House.

The plan and report were tabled.

Debate adjourned, on motion by The Hon. J. Dolan.

HEALTH ACT AMENDMENT BILL

Returned

Bill returned from the Assembly without amendment.

TAXI-CARS (CO-ORDINATION AND CONTROL) ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. G. C. MacKinnon (Minister for Health), read a first time.

Second Reading

THE HON. G. C. MacKINNON (Lower West—Minister for Health) [2.50 p.m.]: I move—

That the Bill be now read a second time.

Among several proposals in this Bill is one which will permit the staggering of the terms of appointment of each of the three industry representatives on the Taxi Control Board. It is proposed that, as a result of the 1970 election of the two persons elected to represent taxi owners and operators, the one who receives the least number of votes will, in the first instance, be appointed for one year and the other one, in the first instance, will be appointed for a term of two years. Thereafter, each person will be appointed for three years.

The Act already provides for the representative of the association to be appointed for a term of three years. This proposal will ensure that one of the industry representatives will retire each succeeding year. A similar provision to the one proposed is contained in the legislation relating to appointment of members of several boards; namely, the staggering of the term of appointment.

The inclusion of these proposals in the Taxi-cars (Co-ordination and Control) Act is prompted by the fact that three of the five members of the board have given notice that it is not their intention to seek reappointment. One of these represents the W.A. Taxi Operators' Association, one represents taxi owners and operators, and one represents the M.T.T. I would mention here that the term of appointment of five of the seven members who comprise the Taxi Control Board expires on the 5th May next.

It will readily be appreciated these three projected terminations of service, particularly those representing the taxi industry, constitute a substantial loss of experienced personnel to the board at any one time; and the purpose of this Bill is to obviate to some extent a similar loss of personnel on any future occasion.

It is proposed also to amend the subsection of the Act which provides for the appointment of a person to represent the Local Government Association.

The three major local authorities in the taxi control area—namely, the Perth City Council, the Fremantle City Council, and the Shire of Perth—have recently withdrawn from membership of the Local Government Association. These three local authorities have the most direct contact with the members of the taxi organisation in the metropolitan area. It is understood that the constitution of this association requires that a person nominated by it to a board must be serving as an elected member of a member body of the association.

Under the Act, as at present framed, this precludes these three local authorities from submitting the name of a person to the Minister for appointment to the board. This deprives all that area from local authority representation on the board, and this is the area in which the greatest number of taxis operate. It is proposed to overcome this problem by enabling each local authority in the control area to submit a name.

Although the Act provides that persons nominating to represent, or voting for taxi-car owners and operators must themselves be taxi-car owners or operators, it is considered that the qualification is too broad. A person can register as a taxi-car driver today and be eligible to nominate or vote tomorrow. In the interests of more experienced representation, it is proposed that a person nominating should have

been an owner or operator for at least two years immediately prior to nomination for election. As an elector, he should, if an owner or full-time operator, have owned or operated a taxi-car for at least three months, and if a part-time operator, he should have driven a taxi-car for at least six months.

In respect of private taxi-cars, the Government feels that the time has arrived when consideration should be given to the issue of a limited number of taxi-car licenses for specialised chauffeur-driven hire cars. Having regard to the rapid expansion in industry and commerce which is taking place in Western Australia, and a consequent increase in the number of important persons visiting Perth who require specialised chauffeur-driven hire cars, this Bill makes special provisions in that regard. As this type of taxi-car will not ply for hire on the streets but will operate from an off-street depot, they will be known as private taxi-cars.

Whereas there is no impediment in the existing Act to the issue of this special type of taxi-car license, it is believed that efforts should be made to include in the license certain requirements which will add to the prestige of the taxi-service in this State, providing the visitor with a means of communication whilst a passenger in the taxi, should this become necessary. This is not intended to be a mandatory provision but will enable the board, under certain circumstances, to require a private taxi-car operator to provide a uniformed chauffeur and install two-way radio capable of communicating with a receiving base. Apart from enabling the passenger to send a message on this two-way radio, the radio will assist in making the special taxi-cars more readily available to prospective clients.

Also contained in this Bill is a provision which should assist in overcoming a passenger transport problem of a nature which recently occurred when M.T.T. buses were forced through lack of fuel supplies to discontinue operations. In such circumstances, it seems advisable to utilise taxi-cars as a means of an alternative transport service. However, because of the present definition of a "taxi-car" written into the Act, it is not legally possible to authorise use of taxi-cars at separate fares.

The proposal in this Bill enables the Minister to authorise the operation of taxi-cars in prescribed circumstances at separate fares, which fares will also be prescribed for that purpose.

Members will know that during a recent strike, which affected the supply of fuel to the M.T.T., members of the public were greatly inconvenienced and, in an effort to overcome the problem, the Minister for Transport authorised taxis to multiple hire. On investigation, however, the Minister concluded that he had virtually no legal authority to do that. Yet it is felt

that, in some circumstances, such as during a strike having a similar effect as the recent one, or during the Royal Show period perhaps, or on any occasion when there is a heavy demand on public transport, it might be desirable to authorise multiple hiring and I commend this and the other proposals to the House.

Debate adjourned, on motion by The Hon. R. F. Cloughton.

COMPANIES ACT AMENDMENT BILL, 1970

Report

Report of Committee adopted.

Third Reading

Bill read a third time, on motion by The Hon. A. F. Griffith (Minister for Justice), and transmitted to the Assembly.

House adjourned at 2.59 p.m.

Legislative Assembly

Thursday, the 30th April, 1970

The SPEAKER (Mr. Guthrie) took the Chair at 2.15 p.m., and read prayers.

PARLIAMENTARY SUPERANNUATION BILL

Introduction and First Reading

Bill introduced, on motion by Sir David Brand (Premier), and read a first time.

QUESTIONS (18): ON NOTICE

1. MUSCULAR DYSTROPHY

Research Programme

Mr. DUNN, to the Minister representing the Minister for Health:

- (1) Is he aware that encouraging progress is being made by Dr. Byron Kakulus and his team into the problem of muscular dystrophy?
- (2) What assistance has the Government extended to this most worthy project—
 - (a) as to suitable facilities;
 - (b) as to financial support?
- (3) Is he aware that a sum of \$100,000 per annum is required to allow of the research programme being satisfactorily continued?
- (4) As the unfortunate children stricken with this terrible complaint are doomed to a slow and sure death at a very early age, could the matter of making as much financial assistance as possible be given highest priority?