

made; in fact, such announcement could be extremely damaging to the negotiations which are at present taking place.

I, and my colleague on my left, The Hon. V. J. Perry, who is the other member representing the South-West Province in the Legislative Council, have kept closely in touch with all the negotiations and we are fully satisfied that everything possible is being done at this point of time. Because of that I issue a warning to the people in the area concerned not to bring pressure to bear to have some premature announcements made about this industry.

In conclusion I desire to express my thanks to the Premier, and members of Cabinet, for the privilege and the honour they have conferred on me in allowing me to move this motion this afternoon.

THE HON. T. O. PERRY (Lower Central) [3.57 p.m.]: I formally second the motion.

Debate adjourned, on motion by The Hon. W. F. Willesee (Leader of the Opposition).

House adjourned at 3.58 p.m.

Legislative Assembly

Thursday, the 27th July, 1967

MEETING OF THE ASSEMBLY

The Legislative Assembly met at 3 p.m.

The **SPEAKER** (Mr. Hearman) took the Chair.

PROCLAMATION

The Clerk of the Assembly (Mr. L. P. Hawley) read the proclamation of His Excellency the Governor (Major-General Sir Douglas Anthony Kendrew, K.C.M.G., C.B., C.B.E., D.S.O.) summoning the Third session of the Twenty-fifth Parliament.

SUMMONS FROM THE GOVERNOR

The Speaker and members, in response to summons, proceeded to the Legislative Council Chamber; and, having heard His Excellency the Governor (Major-General Sir Douglas Anthony Kendrew, K.C.M.G., C.B., C.B.E., D.S.O.) deliver the opening Speech (*vide* Council report *ante*), returned to the Legislative Assembly Chamber.

QUESTIONS (2): WITHOUT NOTICE

RAILWAYS

Kalgoorlie-Leonora Service

1. Mr. **BURT** asked the Minister for Railways:

In connection with the suggested termination of the rail service between Kalgoorlie and Leonora,

will he assure the House that no precipitate action in this respect will be taken by the Government until full consideration has been given to local requirements, possible mining activities in the area, and the detrimental effect any cessation will have on reducing further an already declining population in the district?

Mr. **O'CONNOR** replied:

First of all, I would like to thank the honourable member for the notice he gave of this question, the answer to which is as follows:—

Considerable consideration has already been given to the points raised by the honourable member and no final decision will be arrived at until after the promises made by the Premier and myself are carried out, these being:—

- (1) No closure will be proceeded with until a black road is completed between Kalgoorlie and Leonora.
- (2) That myself or a senior officer will visit Leonora and hear the views of the local residents prior to a decision being made. This meeting has been arranged for Friday week next, the 11th August.

Mr. **Tonkin**: Have you not already started to pull the place down?

Mr. **O'CONNOR**: No.

BARRACKS ARCHWAY

Finance for Restoration

2. Mr. **HALL** asked the Premier:

What arrangement has the Government made for the financing of the preservation and beautification of our archway?

Mr. **BRAND** replied:

I have not had notice of this question, but I would remind the House that when it became apparent that the motion moved here would be lost and the archway would remain, I said that in due course when the area was being landscaped and generally improved in front of Parliament House, and when the freeway construction had reached a point where it was appropriate to carry out this improvement and landscaping, the archway would be included in those considerations. I am not aware of what it will cost to make the archway look anything like a

reasonably attractive piece of work from Parliament House, but it would seem to me that whatever is done, we will have to make the front look like the back, or, I should say, the back look like the front.

Mr. Graham: I think the first would be more appropriate.

LOTTERIES (CONTROL) ACT AMENDMENT BILL

Leave to Introduce

MR. BRAND (Greenough—Premier) [3.37 p.m.]: In order to assert and maintain the undoubted rights and privileges of this House to initiate legislation, I move, without notice—

That leave be given to introduce a Bill for an Act to amend the Lotteries (Control) Act, 1954-1966.

Question put and passed; leave granted.

Introduction and First Reading

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

GOVERNOR'S SPEECH

Distribution of Copies

THE SPEAKER (Mr. Hearman) [3.38 p.m.]: Accompanied by members of this Chamber, I attended His Excellency the Governor in the Legislative Council Chamber to hear the Speech which His Excellency was pleased to deliver to members of both Houses of Parliament. For the sake of greater accuracy, I have caused printed copies of the Speech to be distributed amongst members of this Chamber.

ADDRESS-IN-REPLY: FIRST DAY

Motion

MR. ELLIOTT (Canning) [3.39 p.m.]: I move—

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 Legislative Assembly of the Parliament 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.

In the time that is available to me—and as members know this is never very long on a day such as this—I would like to make comment on one or two aspects which have occurred to me. Of course, since we last sat in this House we have seen changes.

Whilst I know the matter will be dealt with more eloquently and efficiently at a later date, firstly I would like to mention how much I regret the sad and tragic death of the member for Mt. Marshall earlier this month. I am sure all members will agree with my expression of regret over this tragedy. Also I would like to mention that the former member for Roe felt that his health was such that he must resign his seat. I am sure we all hope and trust that now he is free of parliamentary responsibility, his health will be restored rapidly.

Other changes have occurred and we have a new Leader of the Opposition and a new Deputy Leader of the Opposition. I know that what I am about to say is one of the oldest and certainly one of the mildest jokes expressed by parliamentarians. However, because it has been a long time since we have had the opportunity of using it, may I say that I wish them a long and happy stay in their present positions.

Mr. Graham: There will be a big hop-over in the next few months.

Mr. ELLIOTT: We have also noted with interest that after 30 years on the front benches, the former Leader of the Opposition—whom we must now think of as the member for Northam—has heard the call at last and has rejoined the back benchers.

Mr. Hawke: That will make you happy!

Mr. ELLIOTT: In connection with the Governor's Speech, there were two items which, in particular, I found of great interest. One of these was his comments on the State Shipping Service and the contribution it is continuing to make towards the development of the north. The other point which interested me was the Government's intention to send a joint private enterprise-Government trade mission to Indonesia in September. I understand this is a follow-up to a very large trade mission which is about to leave for Indonesia. I welcome this follow-up measure.

I might say in passing that while these two items were of great interest, I would be less than honest if I did not admit that the section which most pleased me in the Governor's Speech was his reference to the fact that next year close on \$500,000 will be spent on a high school at Rossmyrne in the Canning electorate.

To return to the Indonesian mission, this does give me the opportunity to mention a matter which has occupied my mind for the past year or more, and this concerns the possibilities of investigating the development of Western Australian trade and tourism with the island of Timor. When most Australians begin to think of overseas countries, they tend to think in terms of thousands of miles of distance. This is because we are isolated to some extent from other countries in the world. For

the benefit of members in this House, I would mention that the island of Timor, and more particularly Portuguese Timor, is 480 miles from Derby, or 40 hours' sailing time. It is 495 miles from Darwin—again, this is approximately 40 hours' sailing time at normal ship speeds. From Wyndham, the distance is 416 miles and this takes 35 hours' sailing time. It is obvious, too, that air travel considerably reduces the time which is taken. The aircraft which are currently working in the north take approximately 90 minutes to cover the distance and, of course, jet aircraft would at least halve that time.

I would like to thank the Minister for Industrial Development who pointed out to me something of which I was not aware; that is, when Captain John Williams was asked to provide a report on the activities and actions of the State Shipping Service in 1962, among the many recommendations he put forward was—

That the possibility of obtaining a sufficient volume of cargo for Timor, such that a "D" class vessel proceeding to Darwin might call there without loss, be kept in view.

I know his department has certainly kept the matter in view throughout the past five years. However, I submit there have been changes, just as there have been in Western Australia; and certainly there have been many changes in the island of Timor itself.

Members will know it was my honour, conjointly with the member for Swan, to represent the Western Australian branch of the Commonwealth Parliamentary Association at the Australian conference in Darwin last month. Previously I had read of the efforts of the Portuguese Government to institute a drive for Australian tourists to visit Portuguese Timor. This was of interest to me, and while I was in Darwin I took the opportunity to discuss it with the Portuguese Consul. He was very close to the subject as he had lived there for many years.

I find that in an effort to encourage Australian tourism, the Portuguese Government over the past year has been chartering an Australian passenger aircraft which flies from Darwin to Dili, the capital of Portuguese Timor, every week. In a most commendable effort to encourage Australians to use this aircraft, they are charged \$36 return fare. On top of this, the Portuguese Government gives a further encouragement by subsidising tariffs to keep accommodation costs to Australians down to a full day's tariff of \$7. This makes it a particularly cheap holiday. As closely as I have been able to assess the information which I have been given, it would seem this is costing the Portuguese Government something in the vicinity of a thousand dollars a week. I am told by

friends who have visited the island that it is a fascinating and different place for an Australian to go for a holiday.

In many ways, both Portuguese and Indonesian Timor, though primitive, are quite attractive. On the one hand, shopping is excellent and many artifacts are produced there. Also, one of the stores is free, from a duty point of view. This enables purchases of the type which makes Singapore such an attraction for the Australian tourists.

In discussions with the Portuguese Consul, I turned to the possibilities of trade with this island. To my astonishment I found that almost all the flour, butter, and sugar which is used in Portuguese Timor is of Australian origin. I was even more staggered to find that, on the Consul's estimates, three-quarters of these Australian products are shipped either to Singapore or Hong Kong and then transhipped back to Dili in Portuguese Timor, which, as I said before, is only 416 miles from Wyndham.

It is extremely difficult to get figures as to the volume of products which are going there. The only thing that we are able to ascertain is that through direct shipments from Australia to Dili in the last financial year—1965-66—1,515 tons of Australian flour to a value of \$106,000 was shipped direct. We have no record of what went *via* Hong Kong or Singapore. It is interesting to note that only half of that flour was sent from Western Australia. I understand this was because the Portuguese Government chartered a small trading ship to make the trip from Fremantle. To my mind, all of the flour should be of Western Australian origin.

Similarly, in the financial year of which I speak, 78,000 lb. of Australian butter was shipped direct to Dili in Portuguese Timor. This was valued at more than \$33,500, and every pound of it came from Victoria. Again I mention that we have no record of what went through other ports for eventual transshipment. I find it difficult to believe, if this is the case—and everything suggests that it is—that Western Australian meat and fruit would not also be a most enticing product as far as the Timorese are concerned. I would like to point out that the population of Portuguese Timor is in excess of 500,000. I do not have the figures for Indonesian Timor. On top of this, the estimates of the Portuguese Army personnel who are based there range as high as 10,000 men.

Quite apart from the aspects of trade, there is also of course the aspect of an improvement, perhaps, in the shipping situation—whether this be with the State Shipping Service or whether some private shipping firm is encouraged to investigate it.

One of the reasons why I received a very warm reception from the Portuguese

Consul was because he felt that if a regular Australian shipping service was instituted to Timor, it would enable both production and exports to be built up.

It is a sad fact that a large quantity of timber now being used for construction work in Darwin comes from Malaysia. This, of course, appalls the Timorese, who, I repeat, are only 400 miles away, and who produce an excellent teak and various other types of timber. If a ship called regularly into their ports, this would enable them to transport timber to Darwin. They feel they would have at least an opportunity to obtain some part of the Australian market, and, as they are our closest neighbours, we should encourage this trade.

Further, Timorese coffee is recognised as the best in the world. Australia imports coffee from all around the world, but virtually none from Timor. At one stage a very small cargo of coffee was known to have been sent to Victoria. There are, of course, trade opportunities both for the Timorese and for ourselves, and advantage could be taken of them if a regular shipping service was established. There is no doubt that the information in Australia about Timor is very sketchy and uncertain, which is all the more reason why the trade prospects should be investigated.

I would like to digress here briefly to make some mention of Darwin. When I was there I was very upset to find the almost complete absence of Western Australian products on sale. I know the Department of Industrial Development has done everything in its power to encourage Western Australian manufacturers and exporters to take advantage of this market, but with the exception of one, the producer of a particular Western Australian product which is well known to us—I will correct that by saying with the exception of two Western Australian products, because I just realised that my remarks could be misinterpreted—they have not done so.

Possibly our manufacturers and producers are being weighed down by their own bulging order books, but it would seem that a diversification of markets should be the object of every firm or every producer if he hopes to progress. Producers and manufacturers in this State should consider strongly the opening up of trade with Darwin. This should be encouraged by the fact that a State ship calls at Darwin once a week. This would give Western Australian manufacturers an opportunity to compete on a reasonable basis.

I understand, however, there are difficulties involved in the storage of goods when they arrive in Darwin, and I would

suggest that perhaps the Western Australian Chamber of Manufactures or the Chamber of Commerce, or both, could look at the possibility of the establishment of some premises which could serve as a store. Western Australian manufacturers and firms could make use of these premises, and this would go a long way towards solving their problems.

In summarising, I point out that there are in the vicinity of 200 Western Australians leaving the Port of Fremantle every third week for a holiday in Singapore. I know of people who have done this trip two or three times, because it is a chance to make an overseas visit at a reasonable cost and in a reasonably short time. I suggest that a close investigation of the two sections of Timor—the Indonesian and the Portuguese sections—could possibly open up a new and interesting holiday world for Western Australians; and there is the distinct possibility of a Portuguese subsidy being granted to shipping lines for each passenger taken there.

We could emphasise that the cost of chartering an aircraft each week plus the cost of subsidising tourists' hotel expenses with a view to keeping the tariffs down could be equally well spent on their passage by ship and, furthermore, it could be explained to the Portuguese Government that it could save the cost of subsidising local hotel tariffs because the passengers could stay on board. Similarly, from the point of view of trade, I believe there is a possibility of new, increased, and profitable cargo outlets for Western Australian flour, butter, meat, fruit, and other primary products. I believe that the prospect of such trade is well worth investigation, because it could be to the advantage of either the State Shipping Service or a private shipping line.

Finally, in the last 24 hours I have received advice from Darwin that the Portuguese Consul has discussed with the Portuguese Governor the suggestions I made to him, and the Governor is tremendously interested in any suggestion of Western Australian trade and shipping in Portuguese Timor. He has assured the Portuguese Consul that he will offer every co-operation and will make available all existing facilities to any Western Australian representative delegation.

I make these suggestions in a spirit of helpfulness. I wish to record my thanks to the representative of the State Shipping Service and officers of the Department of Industrial Development with whom I discussed the proposals, and I also wish to thank the Minister for Industrial Development and the Minister for Transport for their keen interest in them. I repeat that they have been submitted in a spirit of helpfulness and I hope they will be received in the same way. I can

only recommend that those Ministers give earnest consideration, without delay, to despatching a Western Australian delegation to Portuguese Timor to investigate the trade possibilities.

MR. MITCHELL (Stirling) [3.55 p.m.]: I formally second the motion.

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

ADJOURNMENT OF THE HOUSE: SPECIAL

MR. BRAND (Greenough-Premier) [3.56 p.m.]: I move—

That the House at its rising adjourn until 4.30 p.m. on Tuesday, the 1st August.

Question put and passed.

House adjourned at 3.57 p.m.

Legislative Council

Tuesday, the 1st August, 1967

The **PRESIDENT** (The Hon. L. C. Diver) took the Chair at 4.30 p.m., and read prayers.

QUESTIONS (9): ON NOTICE CARAVAN PARKS

Applications for Sites

1. The Hon. C. E. GRIFFITHS asked the Minister for Town Planning:

- (1) How many applications for approval of sites for caravan parks in the metropolitan area have been received by the Metropolitan Region Planning Authority during the last 24 months?
- (2) How many of these applications have been approved?

The Hon. L. A. LOGAN replied:

- (1) 21.
- (2) 9 approved.
4 awaiting determination.

LAND RESUMPTIONS

Principles of Valuation

2. The Hon. W. F. WILLESEE asked the Minister for Mines:

What are the principles of valuation adopted by land resumption officers of the Public Works Department when valuing land, property and improvements for—

- (a) negotiation; and
- (b) resumption?

The Hon. A. F. GRIFFITH replied:

Where an element of compulsory taking is present the basis for assessment of compensation adopted by the department is the same for negotiated purchases

and resumption under the Public Works Act and is set out in section 63 of that Act.

Broadly what has to be ascertained is the value of the land or the claimant's interest therein as at a specified date without regard to any increase in value occasioned by the proposed works. Interpretation of the term "value" is established as "value to the owner" in contradistinction to "value to the resuming authority." The valuation and assessment thus comprises the following components:—

- (i) market value (ascertained according to authenticated principles of valuation);
- (ii) any additional value to the owner if such can be established as not included in market value;
- (iii) disturbance, some items of which are specified in paragraph (aa) of section 63;
- (iv) loss in value of remaining adjoining lands by reason of severance and injurious affection;
- (v) an allowance not exceeding 10 per cent. of the assessment ascertained under (i) to (iv) for compulsory taking.

RENTAL AND PURCHASE HOMES

Waiting Period, Completions, and Outstanding Applications

3. The Hon. R. F. HUTCHISON asked the Minister for Mines:

- (1) What is the waiting period for the allocation of homes to—
 - (a) rental applicants;
 - (b) State Housing Act purchase homes;
 - (c) State Housing Act purchase homes where the applicants have their own land; and
 - (d) war service homes?
- (2) What number of homes were completed in each of the years 1964-65, 1965-66, and 1966-67, for—
 - (a) war service;
 - (b) purchase; and
 - (c) rental?
- (3) What number of applications are now outstanding for—
 - (a) war service homes;
 - (b) purchase; and
 - (c) rental homes?

The Hon. A. F. GRIFFITH replied:

- (1) (a) Applications received for the Perth area in November, 1964, and for Fremantle and Midland in May, 1965, are receiving attention.