

I am concerned about this Bill as, I imagine, are other members, and I would suggest that it requires much more pondering by all of us before we give it a second reading. With respect I would suggest to the Minister that it be put at the bottom of the notice paper until we have had time to give it much more consideration than has so far been possible.

Debate adjourned, on motion by The Hon. E. M. Heenan.

House adjourned at 5.14 p.m.

Legislative Assembly

Thursday, the 16th September, 1965

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

QUESTIONS (31): ON NOTICE

CARRINGTON STREET: JUNCTION
WITH HIGH STREET AND
HIGH ROAD*Realignment Intentions*

1. Mr. FLETCHER asked the Minister for Works:

- (1) Is his department in receipt of a request from Fremantle City Council regarding departmental intentions relating to the alignment of High Street with High Road, Fremantle?
- (2) Is he further aware of my question 14 of the 7th October, 1964, suggesting, among other things, urgency of such alignment owing to dangerous traffic congestion at the junction of such streets with Carrington Street?

Traffic Lights: Installation

(3) In view of—

- (a) the then Minister's reply that the situation at the intersection is continually under observation;

(b) the aggravation of the congestion by the increase of traffic on our roads;
has any decision been made in relation to alignment and use of traffic lights at such intersection of alignment?

- (4) If so, what is the anticipated date of alignment and light installation?
- (5) If no decision has been made, what is the impediment?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) Yes.
- (3) Negotiations are well advanced with the Fremantle City Council and the Melville Town Council for the reconstruction and widening

of this section of Carrington Street. The plans include proposals for channelisation and right-turn storage lanes at its junction with High Street and High Road. When these improvements are constructed they will materially assist the movement of traffic and reduce the accident hazard to the extent that traffic lights may not be necessary. However, provision of traffic lights will be reviewed when the road works are completed.

(4) Answered by (3).

(5) Answered by (3).

BOAT SAFETY

Sea-going Craft: Restrictions

2. Mr. GRAHAM asked the Minister for Works:

- (1) Does he contemplate introducing any restrictions on the size, type, material of which constructed, or any other consideration, of boats being permitted to proceed to sea?
- (2) If so, what is the nature of such proposals and from what date will they operate?
- (3) If not, will he publicise this fact in view of the uncertainty in the minds of members of the marine trade as well as present and prospective boatowners?

Mr. ROSS HUTCHINSON replied:

- (1) to (3) The reply to this question was, as members know, prepared earlier and it reads in part—

The honourable member will no doubt have noticed that in the *Daily News* of today's date there is a Press report containing information which relates to the subject matter of the questions.

The *Daily News* is not however, as yet, available.

Mr. Graham: I stirred the Minister to action, did I?

Mr. ROSS HUTCHINSON: This was on the way a long time before the honourable member mentioned it.

Mr. Graham: I wonder!

Mr. ROSS HUTCHINSON: The answer to the question should read—

The honourable member will notice later in the day a Press report containing the information which relates to the subject matter of the question. In brief, the only restriction being placed on boats proceeding to sea is that it will be an offence for a boat under 12 feet in

length to proceed more than five nautical miles from the shore or outside harbour limits. The regulations are at present in course of drafting and will be gazetted as soon as possible.

HOUSING LOAN GUARANTEE ACT

Loans and Treasury Payments

3. Mr. GRAHAM asked the Minister for Housing:

- (1) What is the aggregate of loans which have been guaranteed under the provisions of the Housing Loan Guarantee Act?
- (2) In respect of how many houses have such loans been guaranteed?
- (3) What is the total amount under guarantee at present?
- (4) How many cases have there been of the Treasury having had to make payments to meet guarantees?
- (5) What sum of money was actually required to be found by the Treasury in order to meet such guarantees?

Mr. O'NEIL replied:

- (1) To the 30 June, 1965 £3,981,000
- (2) To the 30th June, 1965 1,414
- (3) To the 30th June, 1965 £3,408,880
- (4) One.
- (5) £326 11s. 10d.

INFLATION

Curtailling by Price Control

4. Mr. FLETCHER asked the Premier:

- (1) With a view to curtailing inflation, will he consider legislation to enlarge the arbitration machinery to determine maximum charges for goods and services on a similar basis to that used to determine the maximum price at which the general working community can charge for their time and labour?
- (2) If not, what grounds of equity or justice permits price control on the latter while ignoring the former?

Mr. BRAND replied:

- (1) No.
- (2) The arbitration machinery is not designed to fix prices for labour, but to determine a minimum wage. The Government holds the view that natural competition is an effective price determining medium for goods and services within the community. Everyone knows the policy of the Government.

PASTORAL LEASES IN THE NORTH

Land Available

5. Mr. RHATIGAN asked the Minister for Lands:

Further to his answer to my question 5 of the 14th September, 1965, in which he stated that no land was available for pastoral leasing at present, is there any vacant land in the area referred to that can be thrown open for pastoral leasing?

Mr. BOVELL replied:

Investigations are proceeding, but it will be some time before a decision is made.

MILK

Bulk Pickup Scheme: Introduction

6. Mr. RUNCIMAN asked the Minister for Agriculture:

- (1) Has the Milk Board given further consideration to introducing a bulk milk pickup scheme?
- (2) If so, can he give details of the scheme?

Mr. LEWIS (for Mr. Nalder) replied:

- (1) Yes.
- (2) The following requirements are necessary before approval can be given for bulk milk pickup from dairies:—

General:

- (1) Approval will be given only to specific groups of dairymen in conjunction with the treatment plant concerned.
- (2) Initially the scheme shall commence in the winter months.
- (3) If schemes are approved for different areas the commencing times will be staggered to enable adequate board supervision in the preliminary stages.
- (4) The group of dairymen and treatment plant are to be advised the requirements of the State Electricity Commission and the Weights and Measures Branch will have to be met.
- (5) The premium to be paid to dairymen is to be agreed on between the dairymen and treatment plant and be part of the maximum cartage rate already fixed by the board.

Treatment Plants:

- (1) Only treatment plants will be permitted to pick up milk in bulk from dairies.

- (2) The treatment plant will be required to guarantee to pick up the can supply of milk from any dairyman adversely affected by the scheme and not going onto the bulk pick-up system.
- (3) The drivers of bulk tankers must be the holders of grader certificates issued by the board.
- (4) Bulk tankers to be used for milk collection from dairies must be specifically designed for that purpose and be equipped to comply with board requirements.
- (5) Once-daily pickup of milk will be required.

Dairymen:

- (1) The refrigerated farm milk tank unit must be stamped as complying with Australian Standard N 46.
- (2) The unit must be of sufficient capacity to hold not less than three milkings at all times of the year.
- (3) Suitable roads and access for the bulk milk tanker must be provided by the dairyman to the satisfaction of the treatment plant.
- (4) The dairy premises must be altered as deemed necessary by the board to facilitate the installation of the tank unit and compressor.
- (5) The installation must meet with the approval of the State Electricity Commission and the Weights and Measures Branch.
- (6) Approved equipment must be provided for the cleansing and sterilising of the tank unit.

7. *This question was postponed.*

LEGAL AID

Cost: Government Assistance

8. Mr. EVANS asked the Minister representing the Minister for Justice:

Would he indicate what has been the reaction of the Government to the representations of the W.A. Law Society and a feature appearing in the *Daily News* of the 26th August, 1965, entitled "The Cost of Justice—W.A. Lawyers offer a solution—the State should pay" concerning the financing and scope of legal aid assistance?

Mr. COURT replied:

This matter was considered at the last meeting of the Standing Committee of Attorneys-General when

it was resolved that a legal aid scheme for submission to the next meeting should be prepared by Victorian officers to whom other States should forward their views. This has been done for our State in collaboration with the Law Society of Western Australia. The matter was later discussed at the recent Third Commonwealth and Empire Law Conference in Sydney. Independently of the above, the Government has already taken certain steps and has approved, in principle, of a further step to provide monetary assistance for legal aid through the Law Society. A detailed submission from the society on this further step is expected shortly.

GOLDMINING RESEARCH

Help to Industries: Availability of Information

9. Mr. EVANS asked the Minister representing the Minister for Mines:

- (1) Is he aware of a news item which appeared in *The West Australian* newspaper of the 10th April, 1965, entitled "Research in Gold Helps Industries"?
- (2) Is his department acquainted with the development of such research conducted since this publication?
- (3) If so, would he please supply the questioner with details of any information available?

Mr. BOVELL replied:

- (1) Yes.
- (2) and (3) This is an American research group and as further information is obtained the honourable member can be acquainted with it.

TRAFFIC ACT

Amendments Requested by Goldfields Local Authorities

10. Mr. EVANS asked the Minister for Traffic:

- (1) Has consideration been given to amending the Traffic Act in accordance with the request of the Conference of Goldfield Local Bodies communicated to the Commissioner of Police per letter dated the 10th March, 1965?
- (2) Is it intended to effect such an amendment this session?

Mr. BOVELL (for Mr. Craig) replied:

- (1) Yes.
- (2) No.

11. *This question was postponed.*

ESPERANCE LAND AND DEVELOPMENT CO. AGREEMENT

Sales of Land

12. Mr. MOIR asked the Minister for Lands:

- (1) Has the land comprising 11 blocks and sold by auction last October by the Esperance Land and Development Company been transferred to the company?
- (2) Were the provisions of subclause (c) of clause 12 of the agreement, i.e., "That the company will confer in the selection of the settlers with a committee appointed by the Government for that purpose the intention being that not more than one holding shall be allotted to any one person" complied with?
- (3) Will he give the names of the personnel of this committee?

Mr. BOVELL replied:

- (1) No. The company has held these eleven blocks as part of a permit to occupy since December, 1962. The department is awaiting details of improvements effected on individual blocks before issuing the Crown Grant for the whole area to the company.
- (2) Yes.
- (3) The State Committee comprises:
Under-Secretary for Lands;
Surveyor-General;
Divisional Land Superintendent;
Solicitor-General.

A similar question was answered on the 14th October, 1964.

WATER SUPPLIES AT ALBANY

Investigation of Sources

13. Mr. HALL asked the Minister for Water Supplies:

- (1) Can he advise the sources currently under investigation by the department as a major water supply for Albany and its districts?
- (2) Were surveys carried out for a pipeline from Denmark River site, to Albany; and, if so, how many miles of pipeline would be required for such a water scheme and at what approximate cost?

Denmark River: Damming

- (3) Were surveys carried out on the Denmark River with a view to damming that river as a potential supply for a major water scheme to serve Albany and its districts?
- (4) If the answer to (3) is "Yes," what was the estimated cost of damming the Denmark River, and the year when surveys and costing of the work estimated?

Mr. ROSS HUTCHINSON replied:

- (1) The sources currently under investigation for water supply to Albany and districts are—
(a) underground water in areas to the south-east and west of Albany;
(b) a storage dam on the Denmark River.
- (2) A preliminary survey has been carried out to determine the feasibility of a pipeline. The length of the pipeline would be approximately 33 miles but no estimate of the likely cost has been made.
- (3) Preliminary surveys have been carried out to select suitable dam sites on the Denmark River.
- (4) No estimate has been made of the likely cost of a dam on the Denmark River.

LOCAL AUTHORITIES

Increased Rating: Number and Names Involved

14. Mr. HALL asked the Minister representing the Minister for Local Government:

- (1) How many municipalities and shires in the country areas have struck an increased rate on all ratable property U.I.C. value for 1965-66?
- (2) What are the names of the municipalities and shires and what is the increased rate for the respective shires and municipalities?
- (3) How many municipalities and shires in the city area have struck an increased rate on all ratable property U.I.C. value for 1965-66?
- (4) What are the names of the municipalities and shires and what is the rate for the respective shires and municipalities?

Mr. LEWIS replied:

- (1) 59.
- (2) The information is as follows:—

COUNTRY MUNICIPALITIES

Municipality	Maximum 1965-66 Rate
Ashburton	8½d.
Balingup	1s. 0½d.
Beverley	1s.
Bridgetown	1s. 3d.
Broomehill	7d.
Bruce Rock	1s. 0½d., 1s. 5d.
Busselton	6d.
Carnarvon	7d.
Chapman Valley	9 3/5d.
Corrigin	6d.
Cranbrook	1s. 2d.
Cuballing	6d.
Cunderdin	2½d.
Dalwallinu	11d.
Denmark	1s. 3d.
Dowerin	10d.
Dundas	1s. 1d.
Gnowangerup	5½d.
Greenbushes	1s. 3d.
Irwin	7d.

COUNTRY MUNICIPALITIES—continued

Municipality	Maximum 1965-66 Rate
Kalgoorlie	8d.
Kellerberrin Various—Maximum	1s. 5½d.
Kondinin	7½d.
Koorad	1s. 0½d.
Kulin Various—Maximum	4d.
Lake Grace	6d.
Leonora	11½d.
Mandurah	6d.
Marble Bar	7d.
Mingenew	9½d.
Mt. Marshall	1s. 3d.
Mukinbudin	1s. 1d.
Mundaring Various—Most	5 24/32d.
Murray	4½d.
Narrogin	8d.
Northampton Various—Most	1s.
Nullagine	7d.
Nungarin	1s. 3d.
Perenjori	10d.
Pingelly	10d.
Plantagenet	5½d.
Quairading Various—Most	1s.
Ravensthorpe	7d.
Sandstone	9d.
Serpentine-Jarrahdale Various—Maximum	1s.
Tableland	8d.
Tambellup	1s. 3d.
Tammin	4½d.
Three Springs	1s. 5d.
Trayning	6d.
Upper Gascoyne	6½d.
Wagin	5d.
Wickepin Various—Most	9½d.
Williams	5d.
Wiluna	1s. 3d.
Wongan-Ballidu	1s. 3d.
Yilgarn	1s. 6d.
York	4½d.
Bunbury (Town)	6d.

(3) 11.

(4) The information is as follows:—

METROPOLITAN MUNICIPALITIES

Municipality	Maximum 1965-66 Rate
Armadale-Kelmscott	4d., 4½d., 5d.
Bassendean	7½d. increase
Bayswater	7d.
Belmont	5-25d.
Cockburn	5d.
Gosnells	4½d., 5d., 5½d., 5¾d.
Kwinana	6d., 10d.
Peppermint Grove	2 7/10d.
Perth	6d.
Rockingham	2d., 3½d., 4½d., 4¾d., 5½d.
Midland (Town)	8-55d.

Existing Rating Retention: Number
and Names Involved

15. Mr. HALL asked the Minister representing the Minister for Local Government:

- (1) How many municipalities and shires in the country areas did not strike an increased rate on all ratable property U.I.C. value for the year 1965-66?
- (2) What are the names of the municipalities and shires that have not struck an increased rate for the year 1965-66?
- (3) How many municipalities and shires in the city area did not strike an increased rate on all ratable property U.I.C. value for the year 1965-66?
- (4) What are the names of the municipalities and shires that have not struck an increase for the year 1965-66?

Mr. LEWIS replied:

- (1) 55.
- (2) Shires of Albany, Augusta-Margaret River, Boddington, Brookton, Broome, Capel, Canamall, Chittering, Collie, Coolgardie, Coorow, Cue, Dandaragan, Donnybrook, Dumbleyung, Esperance, Exmouth, Gingin, Goomalling, Greenough, Halls Creek, Harvey, Katanning, Kojonup, Laverton, Manjimup, Meekatharra, Menzies, Merredin, Moore, Mt. Magnet, Mullewa, Murchison, Nannup, Narembeen, Northam, Nyabing-Pingrup, Port Hedland, Roebourne, Shark Bay, Swan-Guildford, Toodyay, Victoria Plains, Wandering, Wanneroo, Waroona, West Arthur, West Kimberley, Westonia, Woodanilling, Wyalkatchem, Wyndham-East Kimberley, Yalgoo; Town of Geraldton.
- (3) 7.
- (4) Shires of Canning Shire, Kalamunda Shire, Swan Guildford Shire of Wanneroo Shire, Perth City, South Perth City, Melville Town.

MITCHELL FREEWAY

Resumption of Properties

16. Mr. TOMS asked the Minister for Works:

- (1) How many properties have been resumed for the Mitchell Freeway?
- (2) Who were the owners of the land and buildings resumed?
- (3) What amount has been paid for each of the properties resumed for the project?
- (4) Have all necessary properties for the Freeway now been resumed?
- (5) If the answer to (4) is in the negative, how much more remain to be resumed and what is the estimated value of same?

Mr. ROSS HUTCHINSON replied:

(1) 14.

(2) The details are—

Owner	Amount Paid
(a) E. M. Bramley	£27,000
(b) S. A. R. Rowell	£28,445 9s. 7d.
(c) F. B. Villiers	£36,750
(d) L. M. Deane	£30,096 3s. 6d.
(e) H. C. & T. M. Strickland	£26,818 14s. 6d.
(f) J. W. & E. M. Armstrong	not yet settled
(g) E. A. Craig	£31,000
(h) C. R. & O. C. Bushell	£16,040
(i) A. Silverton	£42,000
(j) E. M. Hunter	not yet settled
(k) Church of England Hospitals Inc. (portion only)	not yet settled
(l) F. C. & R. F. Bruce-Lefroy (portion only)	not yet settled
(m) A. Grinke (portion only)	not yet settled
(n) Olympic Tyre & Rubber Co. Pty. Ltd.	not yet settled

- (3) Answered by (2).
- (4) No.
- (5) Further resumptions depend on current negotiation for purchase. No estimate of value can be given.

WATER SUPPLIES AT DONGARA AND GERALDTON

Allanooka Bores: Use and Increase

17. Mr. SEWELL asked the Minister for Water Supplies:

- (1) When is it expected that water from the bores at Allanooka will be available for use at Dongara and Geraldton?
- (2) Is he satisfied that this supplementary water from the Allanooka bores with that supplied from Wicherina will satisfy the future needs of Geraldton?
- (3) What provision has been made for additional water bores in the Allanooka area?

Narngulu and Allanooka Bore Sites: Supply of Electricity

- (4) When is it expected that the electric power will be available at Narngulu and the Allanooka bore sites?

Mr. ROSS HUTCHINSON replied:

- (1) Present planning is that water from the bores at Allanooka will be available—
 - (a) at Dongara—late December, 1965;
 - (b) at Geraldton—summer of 1967-68.
- (2) The needs of the town of Geraldton should be satisfied as far as the foreseeable future is concerned.
- (3) Additional bores will be drilled as required. Four bores will be completed this financial year.
- (4) Not known at this stage.

POLICE AND CITIZENS YOUTH CLUBS' APPEAL

Donation by Government

18. Mr. GRAHAM asked the Premier:

- (1) Has the Government yet decided to make a donation to the Police and Citizens Youth Clubs' Appeal?
- (2) If so, what is the amount?
- (3) If not—
 - (a) is it to be accepted that there is no intention of making a donation; or
 - (b) when is a decision likely to be made?
- (4) What amounts, if any, have been donated to other youth appeals since January, 1965, giving the name and amounts in each case?

Mr BRAND replied:

- (1) No.
- (2) Answered by (1).
- (3) (a) No.
(b) Shortly.
- (4) There have not been any payments since January, 1965, but the Government has agreed to meet interest up to 5% per annum on a borrowing by the Y.M.C.A. not exceeding £100,000 for the purposes of a new youth hostel, subject to an annual reduction in the loan of 5%. The Government has also agreed to provide assistance for a youth centre at Albany on the basis of £1 for each £1 raised by the Apex Club of Albany for the project, subject to a maximum government contribution of £10,000. I might mention that I am meeting the leaders of the Police Boys' Club campaign some time during the next week.

19. This question was postponed.

TUNA FISHING

Negotiations for Development: Progress

20. Mr. HALL asked the Minister representing the Minister for Fisheries:

- In view of the answer given on Wednesday, the 2nd September, 1964, in respect of tuna fishing, that talks took place with certain tuna fishing interests whilst in Japan and that joint ventures were being considered and negotiations continuing, can he advise—
- (a) the outcome as to joint ventures discussed;
 - (b) final decisions reached as to negotiations?

Mr. ROSS HUTCHINSON replied:

Joint fishing ventures with Australian firms and Japanese interests were discussed at the Conference of Commonwealth and State Fisheries Ministers held at Melbourne on the 25th September, 1964.

Conference resolved:—

that in considering the question of foreign participation in the fishing industry it is desirable to have a specific detailed proposal which can be examined by the States and the Commonwealth in the light of its likely effect on fish stocks and on the Australian fishing industry.

No concrete proposition has been received.

21. This question was postponed.

BOAT SAFETY*Rescue Operations: Facilities Available at Fremantle*

22. Mr. MOIR asked the Premier:

As it would appear that considerable difficulty has been experienced in rescuing the crew of the stranded freighter *Tanais*, will he state what equipment is available at Fremantle for rescue operations in such circumstances and also what would be the position with ships with larger crew numbers and/or passengers placed in similar jeopardy?

Mr. BRAND replied:

The rescue of ships' crews in difficulty is a function of the Commonwealth Department of Shipping and Transport with the Police Department providing assistance where necessary by way of radio communication.

In addition, assistance can be rendered by the State Emergency Services.

TEACHERS' BONDS*Repayment Conditions*

23. Mr. DAVIES asked the Minister for Education:

- (1) Under what conditions are school teachers required to repay bonds to the department?
- (2) Are female teachers who marry while still under bond allowed to continue working?
- (3) Is recovery of all outstanding bond moneys pursued, irrespective of the sum involved?
- (4) Who decides whether teachers who marry and/or leave the service while still under bond shall repay amounts outstanding?
- (5) Are salaries (including any back pay) outstanding to such teachers withheld to set against bond moneys owing?

Mr. LEWIS replied:

- (1) In the event of a teacher under contract failing to fulfil the terms of the contract he is required to pay assessed damages.
- (2) Yes, if there are vacancies.
- (3) Yes.
- (4) The Minister for Education.
- (5) No.

The conditions of future contracts are at present being reviewed.

RAILWAY CROSSING AT MARKET STREET, GUILDFORD*Level Crossing Protection Committee Review*

24. Mr. BRADY asked the Minister for Railways:

- (1) When did the Level Crossing Protection Committee last review the position of proper protection at the Market Street level crossing?
- (2) How often does the committee meet?

Use by Public

- (3) Is it a fact that approximately 15 to 16 subnormal children use the above crossing twice daily to attend the Market Street section of their training quarters?
- (4) Is it a fact the Railways Department's attention has been drawn to this fact previously?
- (5) Is it a fact that a new 'C'-class hospital costing some hundreds of thousands of pounds has been built at the north end of Market Street?
- (6) Is it a fact that residents, the shire council, and the member for the district have requested the crossing be properly protected?

Mr. COURT replied:

- (1) The 25th June, 1965.
- (2) Monthly.
- (3) to (5) Yes.
- (6) The parties nominated have made representations respecting additional protection at this crossing and the matter is being considered by the Level Crossing Protection Committee.

PROSPECTING*Entry to Native Reserves*

25. Mr. BURT asked the Minister representing the Minister for Mines:

- (1) Are prospectors and prospecting companies permitted to enter native reserves in the course of their search for gold and/or minerals?
- (2) If not, does he not consider that, with so many exploration companies at present engaged in prospecting throughout the State, refusal to allow entry could result in valuable ore bodies remaining undeveloped?

Mr. BOVELL replied:

- (1) and (2) A permit has to be obtained from the Department of Native Welfare before any person may enter a native reserve.

IRON ORE DEPOSITS*Reservation*

26. Mr. BURT asked the Minister representing the Minister for Mines:

- (1) Does a blanket reservation exist over iron ore deposits in Western Australia, other than those already being developed under agreements between the Government and various companies?
- (2) If this is the case, when is it intended that such reservations be cancelled?

Mr. BOVELL replied:—

- (1) Yes.
- (2) No immediate action is proposed in this regard.

KEG PARTY NEAR ALBANY*Proceedings against Organisers*

27. Mr. HALL asked the Minister for Police:

- (1) In view of the pending litigation by the Liquor Branch against five men alleged to have organised a keg party in a shearing shed near Albany on the 28th August, 1965, can he advise why the police did not adopt the old curative method of prevention is better than cure when they had prior notice of the party and notify the organisers that if they proceeded with the party that they, the police, would take action and thus avoid a degree of discomfiture to many innocent people?
- (2) Why was the keg party held near Albany singled out by the police for special attention when similar keg parties were being held on the same week in other country centres and city areas?
- (3) Was the action of the police motivated and accentuated by a rape case of a young girl at a keg party held by teenagers?
- (4) If the answer to (3) is "Yes," why has it taken the police so long to act to curb such activities when it has been public knowledge that teenagers were holding such keg parties?

Mr. BOVELL (for Mr. Craig) replied:

- (1) Up to the time of police action at Albany, the name of only one of the organisers was known and he had previously been warned of similar activities at the '88 Club' in the metropolitan area.
- (2) The offence at Albany was not singled out for attention. A member of the Police Force in the metropolitan area received one of the invitations issued.

No reports had been received of similar type of offences in the country. One in the metropolitan area was investigated and the names of underage persons taken. There was no unlawful dealing in liquor on this occasion.

(3) No.

(4) Answered by (3).

NATIVES

Superintendent of Economic Development: Appointment of Mr. J. Harman

28. Mr. BRADY asked the Minister for Native Welfare:

- (1) Is it a fact that J. Harman has been appointed Superintendent of Economic Development for the Native Welfare Department?

Allawah Grove: Trade Training and Apprenticeships

- (2) If so, will attention be given to training the youth, also men and women, in the Allawah Grove Native Settlement in suitable trades, etc.?
- (3) In view of the close proximity to many industrial establishments at South Guildford, could action be taken to arrange apprenticeships for native boys?

Housing: Building by Natives

- (4) In view of the grave housing shortage, will attention be given to the building by natives under supervision of suitable houses for native families in the metropolitan area and country districts?

Laundry Work for Government Departments: Training of Women

- (5) Could attention be given to training women-folk in laundry work for government departments, etc.?

Allawah Grove: Provision of Adult Education Classes

- (6) Could adult education classes suitable to native families be arranged in Allawah Grove hall, for the benefit of natives in the area?

Mr. LEWIS replied:

- (1) Yes.
- (2) Consideration will be given to the Allawah Grove residents as with all others.
- (3) At present there are more apprenticeships offering for native boys than there are suitable applicants.
- (4) This is done at some remote camping areas. Experience has proved that it is more economical and satisfactory to have houses built by contract.
- (5) Consideration will be given to this.

- (6) Adult classes conducted by the Adult Education Board were held at Allawah Grove but ceased owing to the poor demand.

At present the Education Department is conducting a pilot scheme of adult native education in about 20 country centres. Should this prove successful consideration will be given to holding such classes for the natives in the Guildford area generally, including Allawah Grove.

SCHOOL BUS SERVICES

Mileages and Rates

29. Mr. I. W. MANNING asked the Minister for Education:

- (1) What is the average daily mileage travelled by school buses carrying a load of 50 children and over?
- (2) What is the standard mileage rate for school bus routes—
 - (a) 70 miles and over;
 - (b) 50 miles and under?
- (3) What factors are taken into consideration when a standard mileage rate is assessed?
- (4) Is any special consideration given in instances where, because of short mileage, standard rates do not provide an income commensurate with the cost of operating the service?
- (5) Are there currently any instances where a renewal of the school bus contract is held up because of disagreement between the contractor and the department on the question of the contractor accepting a mileage rate below that of his previous contract?
- (6) If so, what are the numbers of contracts affected and in what districts are they located?

Mr. LEWIS replied:

- (1) 60.9 miles.
- (2) Cannot be answered in the form asked. See answer to (3).
- (3) The basis for assessing the rate is as follows:—
 - (a) Fixed expenses: 8 per cent. interest on the purchase price of bus.
 - Licence fee and third party insurance premium.
 - Comprehensive insurance premium.
 - Administration, including garaging of bus (£50 per annum).
 (Total annual cost of these items is divided by the number of school days per year—205—and by the daily mileage to give a rate per mile.)

- (b) Wages: 10.8d. per mile at present but subject to basic wage variations.

- (c) Running costs: These cover maintenance, fuel, oil, tyres and depreciation and vary from 8.91d. per mile to 17.71d. per mile according to the size of bus used.

The standard rate is the total of (a), (b), and (c) and varies accordingly.

- (4) Yes.
- (5) Yes.
- (6) Twelve contracts—
 - Boddington
 - Coorow
 - Donnybrook
 - Kondinin
 - Lake Grace
 - Mingenew
 - Miling
 - Mt. Helena
 - Mukinbudin
 - Narrogin
 - Pinjarra

MINES REGULATION ACT: PERMITS UNDER SECTION 45

Notification of Unions

30. Mr. MOIR asked the Minister representing the Minister for Mines:

- (1) Referring to his reply to question 14 of the 7th September, will he state in which instances the industrial unions concerned were notified in accordance with the provision of section 45 of the Mines Regulation Act?
- (2) If any union concerned was not so notified in every instance, what was the reason for the omission?

Breaches and Prosecutions

- (3) Have any prosecutions been instituted for breaches of the terms of the permits?
- (4) Are any steps taken when a permit is granted to ensure that the conditions of the permit are observed; if so, will he give details?
- (5) Is the department aware of any instances where Sunday work has been carried out in mines without the necessary authority granted according to section 45 of the Act?
- (6) If so, will he state what action has been taken to avoid a repetition of a breach of the Act?

Mr. BOVELL replied:

- (1) In all cases, except for Sunday labour in the Yampi Sound area, the Australian Workers' Union, Mining Division, Boulder, or the Australian Workers' Union, Perth, have been notified.

- (2) It is not necessary to notify the union when permits are granted under subsection (3) of section 45 of the Mines Regulation Act.
- (3) No.
- (4) During the normal course of subsequent inspections the district inspector checks to see that the work has been carried out.
- (5) Yes.
- (6) Our inspectors have approached the mine managers concerned and have brought to their attention the relevant sections of division 6 covering Sunday labour in mines.

INSTITUTE OF TECHNOLOGY

Commonwealth Grant: Use

31. Mr. DAVIES asked the Minister for Education:

- (1) Referring to question 4 of the 14th September, 1965, is the Commonwealth grant to be used solely for the purpose of providing buildings?
- (2) If not, for what purpose(s) can the grant be used?

Mr. LEWIS replied:

- (1) No.
- (2) For the provision of buildings and equipment.

QUESTION WITHOUT NOTICE

PUBLIC WORKS DEPARTMENT: SOUTH-WEST HEADQUARTERS

Transfer from Harvey to Bunbury

Mr. I. W. MANNING asked the Minister for Works:

- (1) Is it the intention of his department to transfer the office of the District Engineer and Accounts Branch from Harvey to Bunbury?
- (2) If so, what are the reasons for changing the location of the department's district headquarters and when will the move take place?

Mr. ROSS HUTCHINSON replied:

I wish to thank the honourable member for Wellington for giving me prior notice of this question.

Mr. Graham: You probably gave him the question.

Mr. ROSS HUTCHINSON: The answers to the question is as follows:—

- (1) Yes.
- (2) Office accommodation at Harvey is inadequate.

Due to increased activities to the south of Harvey in recent years, Bunbury is now the logical centre of the District's activities, which

extend from Serpentine to Augusta. The move will be made during 1966 as office and housing accommodation becomes available.

BILLS (2): THIRD READING

1. Local Government Act Amendment Bill.

Bill read a third time, on motion by Mr. Graham, and transmitted to the Council.

2. Marketing of Onions Act Amendment Bill.

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

LOAN ESTIMATES, 1965-66

Message: Appropriations

Message from the Governor received and read recommending that appropriations be made in accordance with the Estimates of Expenditure from the General Loan Fund for the year ending the 30th June, 1966.

PUBLIC WORKS ACT AMENDMENT BILL

Second Reading

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [2.41 p.m.]: I move—

That the Bill be now read a second time.

This is a Bill to modify the provisions of section 29 of the Public Works Act which deals with the disposal of land not required for the purpose for which it was resumed or compulsorily acquired. There is also another related amendment in this Bill. Prior to 1955, section 29 authorised quite briefly the use of such land for other public works or sale by public auction or private contract.

In 1955 Parliament conferred very full rights on former owners of such resumed land to repurchase at a price not exceeding this compensation price. It seemed that Parliament bent over backwards to be fair to original owners. This amendment has been applied as fully retrospective so that land resumed as long ago as 50 years could be affected. It is now felt that its application should be limited to a reasonable period following the taking of land in each case.

The Bill provides for such a period of 10 years, but at the same time thereafter preserves to the former owner a modified right to repurchase in some circumstances. It will no doubt be agreed that the application of provisions such as these should be subject to some limitation in time and it is submitted that a period of 10 years should be equitable in the interests of both the resuming authority and the former

owner. In the first place, it is long enough to allay any concern, unfounded, that land is being compulsorily acquired for the ulterior purpose of disposal. On the other hand, 10 years should provide ample time for the former owner to have re-established his asset with the compensation money, and to be in a position to realise on his new investment at current values should he desire to do so.

Experience has shown that retransfer of the resumed land upon repayment of the compensation has placed owners in the position of being able to realise twice on the same investment at enhanced values without having to bear any service charges on the land while in the possession of the resuming authority. In this manner the Act as it now stands does confer inordinate benefits in retransfer of such land. Firstly, the Bill provides that if the land resumed has actually been used for the purpose for which it was taken for a period of 10 years, the resuming authority should be free to use it for any other public works, or, alternatively, to dispose of it without recourse to the former owner.

I emphasise that there is provision for this purpose where land has been actually used for the purpose of resumption, and for a period of 10 years. For the protection of the former owner the Bill provides that any such intention by the resuming authority can only be implemented with the approval of the Governor, which is to be sought only through the Minister for Works.

Secondly, the Bill provides that after the expiration of 10 years from the time the land was taken, the resuming authority may use it for any other public work; that is, with the approval of the Governor. If the land is not so required—that is, for any other public work—and it has not been used for that purpose for 10 years, the former owner shall retain the right to repurchase as applies at present except that the option to be granted shall be at a reasonable price relative to current values at the time.

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

LAPORTE INDUSTRIAL FACTORY AGREEMENT ACT AMENDMENT BILL

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [2.47 p.m.]: I move—

That the Bill be now read a second time.

Under the provisions of clause 12 on page 13 of the Laporte agreement as ratified by the State Government, the State

accepted the responsibility to build 100 houses in the vicinity of the works at Bunbury for married employees of the company. Up to the present time 69 houses have been completed and occupied, and five are under construction. No requests by the company for housing are outstanding at present.

The agreement provided for the houses to be let to the company, which was then permitted to sublet to its employees. I invite the attention of members to clause 12 on page 13 of the ratified agreement with the marginal note "housing." It sets out this provision under which the company was entitled to have these houses built, and was given the right to sublet them to employees. They were then on a tenancy of 30 years.

A number of Laporte employees have expressed a desire to buy the houses they are occupying. The Government has no objection to this, because it is consistent with the Government's policy; in fact, I think it has been consistent with the policies of all Governments in Western Australia generally to encourage home ownership. But when the matter was referred to the legal people, they pointed out that no authority is given by the agreement for the houses to be sold. It only provided for them to be let. We endeavoured to see if this desirable objective of selling these houses to the employees could be achieved by one way or another, but for legal purposes it involves what could be called a material alteration to the agreement; and, therefore, only an amendment of the original measure would give the necessary authority.

The amendment in the Bill is to enable the Laporte houses to be sold to those employees who are, in each case, I presume, the present occupiers. Once the amendment has been assented to and the appropriate amendments made to the agreement, it is intended to arrange the sale of the homes through the State Housing Commission. The proposal will not involve the State in any further outlay of funds. On the contrary, it will release funds for further general housing purposes.

Also, the Government will have met its obligations under the original agreement to the extent that it has already supplied houses, even though, as a result of the changed circumstances, some of the houses are sold to employees instead of remaining on lease to the company. By way of explanation, it is intended that under the modification to the agreement, the Government will be protected so that it will not have to build a further number of houses to meet its commitment under the original agreement. In other words, having provided these houses which were originally intended to be let, and which will now be sold, the Government has met its housing commitment to that extent under the agreement.

The amendment deletes the present section (6) of the agreement Act, which makes provision for alterations to be agreed between the State and the company, but on a basis found to be too limited in practical application, and substitute a new variation clause which will give some flexibility to the variations which may be negotiated. The new clause is consistent with the variations clause incorporated in the iron ore agreements ratified by Parliament last session.

The alteration now proposed will not only resolve the present difficulty in regard to houses, but will also enable alterations necessary because of the changed conditions during the life of the agreement to be readily negotiated. I emphasise that the amended provision covers only purposes of—and I quote—"more efficiently or satisfactorily implementing or facilitating any of the objectives of the agreement". Specific reference to clause 12—that is the housing clause of the agreement—is also made in the amending Bill.

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

LOAN ESTIMATES, 1965-66

In Committee

The House resolved into a Committee to consider the Loan Estimates, the Chairman of Committees (Mr. W. A. Manning) in the Chair.

Vote: Railways, £5,085,000—

MR. BRAND (Greenough—Treasurer) [2.54 p.m.]: I might explain to the Committee that the speech on these Estimates is necessarily lengthy because I, as Treasurer, endeavour to cover points of interest which, in the general Budget, are cared for by a number of Ministers under separate headings. The speech has been prepared on the basis of giving to members of the Committee as much general information as possible regarding the allocation of loan moneys available to us throughout the year; and it also points out the amount of money that is available to Western Australia, both from Commonwealth, State, and semi-Government sources.

At a meeting of the Australian Loan Council in June last, the Commonwealth Government agreed to support a total borrowing programme for the States' works and housing projects of £295,000,000 for this current financial year. This is an increase of £5,000,000 on the funds made available in 1964-65.

Western Australia's share of these funds is £27,551,000, which exceeds the amount provided last year by only—and I would like to emphasise this fact—£467,000. Of

the £27,551,000, a sum of £3,600,000 has been allotted for Commonwealth-State housing projects.

The balance of £23,951,000, together with £2,104,000 expected from loan repayments, will enable the carrying out of the programme of works contained in the Estimates totalling £26,055,000. The Estimates, of course, deal only with expenditure from the General Loan Fund, and in order to review the whole programme of capital works it is necessary to take into account other funds which are available in the current year for these works.

An important additional source of finance for capital works is the borrowings of semi-governmental authorities. In this current year our share of the total approved borrowing programme for semi-governmental bodies and local authorities, whose individual raisings exceed £100,000, has been fixed by the Loan Council at £5,137,000. This is not a very large sum of money by the standards of today. This is the same figure as for last year because the total programme for all States was not varied despite the representations made by the Premiers for an increase.

However, in our case it was agreed to continue, as a permanent addition to our programme, the special allocation of £1,000,000 which was made for the first time last year. This is rather important, because of the effect of escalation as the years go by. This is a most valuable gain to the State particularly at the present time when capital works programmes are being restrained as a matter of Federal policy.

After providing for the requirements of the larger local government bodies, the remaining borrowing authority has been allocated to various instrumentalities which would otherwise need to be provided with finance for capital purposes from the State's general loan allocation. By making the maximum use of the semi-governmental allocation for 1965-66, works totalling £4,322,000 will be carried out this year from this source of fund raising.

The decision taken in February, 1962, to remove the restrictions on the total amount which may be borrowed by authorities raising £100,000 or less during a year is unchanged. Therefore no limit is placed on the total which may be borrowed in this sector of the programme during 1965-66; and in this respect it is proposed to arrange for the sum of £1,000,000 to be borrowed by a number of Government instrumentalities.

In addition to the finance which will be forthcoming as a result of decisions taken at the last meeting of the Loan Council, the Commonwealth will provide funds for capital projects in this State under various

Federal Acts. The total assistance available this year for these special projects is estimated at £30,090,000, made up as follows:—

	£
Commonwealth Aid Roads	12,366,000
Beef Cattle Roads	750,000
Standard Gauge Railway	10,150,000
Broome Jetty	577,000
Ord River Irrigation Scheme	556,000
Comprehensive Water Supply Scheme	625,000
Exmouth Town Development	375,000
University of Western Australia	555,000
Secondary Schools: Science Buildings and Equipment	419,000
Technical Training: Buildings and Equipment	511,000
W.A. Institute of Technology	125,000
War Service Homes and Homes for Armed Forces	2,878,000
Mental Institutions	205,000

I make mention of these amounts because, while we have every right to be critical of the insufficiency of money being spent in Western Australia from Federal sources, we must recognise on the other hand that over £30,000,000 comes to us from the Commonwealth for capital works under the headings to which I have just referred.

Mr. Guthrie: Are those all grants, or do they have to be repaid?

Mr. BRAND: Some have to be repaid over a long period, and others are grants; but I was referring to actual money available for this sort of work this year.

The year 1964-65 was the first year under the new Commonwealth Aid Roads Act which is to operate for the five-year period ending the 30th June, 1969. Last year I explained the new arrangements and pointed out that the grant from the Commonwealth is divided into two parts—a basic grant and a matching grant.

The matching grant is payable, subject to certain annual limits, on the basis of £1 for every £1 spent on roads by State Governments from their own resources over and above the amounts which it was necessary to allocate in 1963-64 in order to qualify for the full matching grant in that year.

Because the amount available to Western Australia in matching grants was raised substantially under the new arrangements it was necessary, last year, to supplement the net amount available from motor vehicle and drivers' license fees for expenditure on roads, in order to attract the Commonwealth matching grant. This action had to be taken because the growth in 1964-65 in collections from these fees fell far short of the amount required to attract the full Commonwealth grant.

In fact the net increase in collections in 1964-65 from motor vehicle and drivers' license fees was only £128,000. To this sum was added £400,000 from the General Loan Fund for expenditure on roads and we were thus able to attract a grant of £528,000

from the Commonwealth, which was some £2,000 less than the maximum amount available.

In this current year the matching grant from the Commonwealth increases by £530,000 to a total for the year of £1,060,000, but of course we can only obtain this benefit if our allocations to roads increase by a corresponding sum.

As the net increase since 1963-64 in collections from vehicle and drivers' license fees, including last year's increase, is expected to total £390,000 only, additional allocations of £670,000 for road works from State resources will be necessary this year if the State is to attract the full matching grant available from the Commonwealth.

It is not feasible to contemplate such a large allocation from the General Loan Fund for road works in view of other pressing needs, but it is also undesirable to forgo any of the matching grants available from the Commonwealth.

Consideration is therefore being given to ways and means of raising additional funds for expenditure on roads, so as to confine the allocation from the General Loan Fund to a manageable sum and at the same time permit the State to attract the full benefit of Commonwealth matching grants.

In this current year it is proposed to limit the allocation from the General Loan Fund for expenditure on roads and bridges to £150,000 and the Estimates provide accordingly.

I might say that the problem which we face is of using the loan funds which are so vital to our growth and which are already over expended and stretched beyond a reasonable thing in the provision of schools, hospitals, police stations, water supplies, and the like. On the other hand, everyone would readily understand what would be the reaction of the Commonwealth and the other States if at the end of five years Western Australia had not matched the moneys which were available to it; and this is a problem not only to the Government, but also to everyone in Western Australia.

Commonwealth grants to the States for beef cattle roads in the north totalled £2,700,000 to the 30th June last. A further £750,000 is receivable this year for these projects.

Financial assistance received from the Commonwealth in respect of the standard gauge railway amounted to £11,058,000 to the end of last financial year. An amount of £5,133,000 was provided in 1964-65 and it is expected that the contribution in this current year will be £10,150,000.

The Western Australia (Northern Development) Agreement Act of 1963 enacted by the Commonwealth, provides for payments to the State up to a total of £3,500,000 to be applied primarily to the construction of a new deep-water

jetty at Broome and to the construction of further irrigation works within the first stage of the Ord irrigation project. Payments to the State under this agreement amounted to £1,083,000 in 1963-64 and £1,284,000 in 1964-65. The remaining £1,133,000 is expected to be drawn this year.

Under an arrangement entered into last year, the Commonwealth is to provide financial assistance of up to £5,250,000 by way of repayable interest-bearing advances to Western Australia for the purpose of accelerating the extension of the comprehensive water supply scheme. This assistance will extend over eight years, beginning with this current year in which an amount of £625,000 is expected to be drawn.

The Commonwealth has agreed to contribute by way of a grant, an amount of £565,000 towards meeting the cost of developing the town of Exmouth to serve an integrated United States-Australian community associated with the United States naval communications station at North West Cape. Under this arrangement £190,000 was received from the Commonwealth in 1964-65 and the balance of £375,000 is to be drawn this year.

The practice in recent years of the Commonwealth making grants to the State for capital works and equipment for universities is being continued, and it is expected that a sum of £555,000 will be available from this source to assist in financing the current year's capital works programme of the University of Western Australia.

For the purpose of improving science teaching in secondary schools the Commonwealth made grants to the States in 1964-65 for laboratories and equipment and Federal legislation authorises the continuance of these grants in 1965-66 and the two succeeding financial years.

The Commonwealth also introduced in 1964-65, grants to the States for buildings and equipment of technical schools and colleges. Continuation of these grants in 1965-66 and in each of the next two years has been provided for in the relevant legislation. The amounts payable to Western Australia for Government schools in each of the four years covered by the arrangement is £616,000 but as only £302,000 was spent in 1964-65 on these works, the amount available this year will rise to £930,000. This is the normal allocation of £616,000 plus the unexpended balance of £314,000 carried over from last year.

The report of the committee on the future of tertiary education in Australia recommended the establishment of a new type of educational institution to supplement universities and to be developed from and around the existing tertiary segments of existing technical colleges.

The report also recommended that funds for the capital and recurrent purposes of these colleges of advanced education should be provided by the Commonwealth and State Governments in the same way as for universities. In a statement on the report, the Prime Minister indicated the Commonwealth's acceptance, in principle, of the committee's approach and its willingness to provide financial assistance in the manner recommended in the three-year period commencing the 1st January, 1967.

As an interim measure, the committee recommended the payment of capital grants to certain specified colleges in the years 1965 and 1966. The Western Australian Institute of Technology, now in course of construction in an area formerly part of the Collier Pine Plantation, is one of the specified colleges recommended for interim assistance, and negotiations are now proceeding between the Commonwealth and the State with a view to obtaining a capital grant for the project.

It is anticipated that for this current financial year, the Commonwealth will contribute £125,000 towards meeting the cost of capital work on the institute.

The allocations expected this year from the Commonwealth for war service homes and houses for members of the armed forces are a continuation of the programmes which have been a regular feature of the State's activities for many years. Similarly the contribution expected from the Commonwealth towards meeting capital expenditure on mental health institutions is a continuance of an existing arrangement which has several years yet to run.

Other funds which are available to finance capital works this year include the domestic resources of certain instrumentalities. These funds are largely the result of cash accumulations following the charging of depreciation to operating expenses, but in other instances represent cash balances brought forward from last financial year.

Finance available for spending in 1965-66 from this source is estimated to amount to £10,140,000, the biggest single item being the domestic funds of the State Electricity Commission, which total £3,280,000. In all, the total capital works programme for 1965-66 is estimated at £75,207,000, which is to be financed from the following sources:—

	£
General Loan allocation	23,951,000
Commonwealth-State	
Housing allocation	3,600,000
Loan repayments	2,104,000
Semi-governmental borrowings	5,322,000
Grants and advances from the Commonwealth	30,090,000
Domestic Funds	10,140,000

Expenditure in 1964-65 which was financed from similar sources amounted to £65,104,000, so the current programme represents a substantial increase of £10,103,000 over last year's figure, notwithstanding a very small increase in allocations obtained through the Loan Council.

The estimates of expenditure from the General Loan Fund, as I mentioned earlier, embrace a programme of works totalling £26,055,000, and I now propose to deal briefly with the main items making up this total.

Railways

Expenditure recorded against the General Loan Fund last year amounted to £4,599,000. The classification of works carried out and associated expenditure is as follows:—

	£
Additions and improvements to opened railways	2,444,000
Rolling stock	135,000
Kewdale marshalling yards and connecting railways	361,000
Fremantle bridge construction and associated works	158,000
Cockburn Cement Co. railway	11,000
Kwinana-Jarrahdale railway	37,000
Standardisation of gauge	1,178,000
Narrow gauge works associated with standardisation	275,000

For this current year the allocation from the General Loan Fund is £5,085,000, and in addition it is intended to spend an amount of £747,000 available from the rolling-stock replacement fund for expenditure on capital works. Last year the expenditure from this fund was £729,000.

As can be expected, progress on the standard gauge project creates a demand on State funds for rearrangement of existing facilities and provision of new works associated with standardisation. In this regard, expenditure approaching £2,000,000 is anticipated during 1965-66 for continuation of works at Kewdale marshalling yards with connecting railways from West Midland-Kewdale-Welshpool and Kenwick and a rearrangement of narrow gauge facilities between Bellevue and Fremantle. Major expenditure on yards, buildings, and other facilities in the Northam and Merredin areas is also proposed as part of the overall scheme to ensure completion of all undertakings in readiness for standardisation.

In regard to other works, provision has been made for the rehabilitation of the former midland railway track, bridges and communications, and for continued work on bridge replacements in the south-west with minor reballasting and resleeper projects. Expenditure will

also continue on the construction of terminal facilities for integrated road-rail passenger services at Midland, and some funds have been provided for the new administrative building to be constructed at Northam.

New station buildings at Wongan Hills and Three Springs are necessary this year, while the provision of improved passenger services necessitates acquisition of new de luxe road buses for the Perth-Geraldton and the Perth-Esperance services, and this is in hand from current funds.

Turning to rolling stock, it is proposed to finance all requirements from the replacement fund during 1965-66. To meet existing traffic demands, items such as wagon conversion for timber and wheat haulage, construction of replacement refrigerated vans and four-wheel cool-storage vans have been included in the programme. Contingency amounts have been provided for final payments on additional mainline diesel and diesel hydraulic shunting locomotives acquired in recent months.

A further three mainline diesel electric and five diesel shunting locomotives are programmed, on which expenditure will be only minor during 1965-66 but will be a heavy commitment in the year following when deliveries begin to be effected. In addition to the funds to be provided from State resources, the department expects to draw £10,150,000 in 1965-66 from the Commonwealth under the standard gauge agreement.

State Electricity Commission

During 1964-65, the commission spent £8,106,000 on capital works, including interest on major works under construction. Of this sum, £4,996,000 was spent on the Muja power station where the first unit of 60 megawatts came on load during July. The cost of extending and strengthening the metropolitan electricity system in the year was £1,373,000, and similar works in the country cost £1,387,000.

Over £93,000 was spent last year on gas extensions in the metropolitan area. The commission financed its capital works programme last year from subscribed loans, domestic funds, and an allocation of £250,000 from the General Loan Fund. In this current year capital works are expected to cost the commission £6,780,000, of which £2,900,000 will be spent on the Muja power station.

In the metropolitan area, a sum of £1,634,000 is to be spent on electricity and gas extensions, and in country areas expenditure on extensions to towns and farms is estimated at £1,550,000. The General Loan Fund allocation to the commission for 1965-66 has been set at £650,000, and the balance of its requirements will come from subscribed loans and domestic funds.

Public Works (Engineering)

Last year, the Engineering Division of the Public Works Department spent £4,260,000 from the General Loan Fund on capital works in various parts of the State. In this year, provision has been made for expenditure of £4,545,000. The main headings of estimated expenditure for 1965-66 in areas south of the 26th parallel are—

	£
Bunbury Harbour works	147,000
Esperance Harbour works	345,000
Geraldton Harbour works	310,000
Improvements to harbours and rivers	86,000
Country areas and town water supplies	1,950,000
Sewerage for country towns	226,000
Drainage and irrigation	502,000

Bunbury Harbour Works

In addition to the General Loan Fund allocation of £147,000, an amount of £145,000 is to be provided for capital works by the Bunbury Harbour Board from loan raisings.

Major items of proposed expenditure are the completion of the No. 1 land-backed berth (£22,000) and construction of the No. 2 berth (£262,000).

Completion of the second land-backed berth is expected towards the end of 1966.

Esperance Harbour Works

Heavy expenditure of £641,000 was incurred last year on this project and a further sum of £345,000 is to be spent in 1965-66. This year's programme allows for completion of the breakwater, developmental dredging, the new berth structure with ancillary installations, and dredging on the eastern side of the existing jetty.

Geraldton Harbour Works

In 1964-1965, £198,000 was spent on the construction of the No. 4 berth and dredging in the harbour. This year, the main works include completion of dredging (£89,000), completion of the No. 4 berth (£118,800), and ancillary installations (£95,000).

It is anticipated that the work being carried out by the Public Works Department on the No. 4 berth will be finished in December this year, and that the Western Mining Corporation will have completed its work at the back of the new berth in sufficient time to permit the use of the structure for shipment of iron ore in March-April of next year.

Improvements to Harbours and Rivers

Works to be undertaken in the current year include the completion of the Fremantle fishing boat harbour at an estimated cost of £29,000; improvements to

the groynes at the entrance to the harbour (£25,000); completion of the new cradle at the south slipway which was started last year (£80,000); dredging of the Swan River (£43,000); and erosion preventative measures at South Beach, Fremantle (£36,000).

These works are to be financed from an allotment of £86,000 from the General Loan Fund, and a sum of £150,000 from the Main Roads Department from its allocation under the Commonwealth Aid Roads Act for works connected with transport by road or water.

Country Areas and Town Water Supplies

This year's programme makes provision for expenditure from State funds of £1,950,000 under this heading which, together with assistance from the Commonwealth of £625,000 for the Comprehensive Water Supply Scheme, will mean an increase in total expenditure on country water supplies of more than £1,000,000 over last year's outlay.

On the Comprehensive Water Supply Scheme last year a sum of £534,000 was spent, the main items being:—

	£
Provision of new booster pumps at Chidlow and Grass Valley	111,000
Katanning - Gnowangerup Main	123,000
Narrogin-Wickepin Main	150,000
Quairading Main	45,000
Meenaar-Quellington extension to farmlands	51,000

Major items of expenditure planned for this year are:—

	£
Kokardine-Kalannie Extension—providing water in Kalannie for the 1965-66 summer	211,000
Extension of farmland reticulation north of Koorda	200,000
Completion of Goldfields Water Supply main conduit booster pumping stations at Chidlow and Grass Valley	40,000
Cunderdin-Quairading main—serving farmlands en route and supplying additional water to Quairading for the 1965-66 summer	434,000
New supply main from Mocardy storage to Wongan Hills—planned for completion for 1965-66 summer	40,000
Wickepin-Yealering main—to be completed for 1965-66 summer	89,000

Kondinin-Kulin main—to be constructed to assure the supply position in Kulin for the 1965-66 summer	£ 147,000
Wickepin - Dumbleyung main — commencement of work estimated to cost £713,000	63,000

In 1964-65, £967,000 was expended on town water supplies and the outlay this year is being stepped up to £1,325,000, which includes provision for the following major works:—

Completion of Dongara Water Supply	£ 98,000
New Geraldton supply from Allanooka Basin—planned for completion for 1967-68 summer	240,000
Morawa water supply augmentation from Arrino basin planned for completion for 1965-66 summer	241,000
Yunderup North and South water supplies—planned for completion 1965-66 summer	94,000
Minor water supplies in drier areas	100,000

There are, of course, many other works being undertaken this year at various centres which are aimed at improving and extending town water supplies generally. The Morawa water supply became necessary because of the iron mining developments in that town, and the building of 56 houses by the company apart from any other associated expansion.

Sewerage for Country Towns

During last year, an amount of £176,000 was spent on sewerage works, chief of which were:—

Albany	£ 43,000
Bunbury	47,000
Gnowangerup	29,000

Expenditure of £226,000 is planned for 1965-66, the main works being:—

Albany	£ 30,000
Bunbury	40,000
Collie	20,000
Katanning	30,000
Wagin	26,000
Kojonup	30,000

Drainage and Irrigation

Under this heading, £373,000 was spent in 1964-65 and in the current year, the outlay planned is £502,000. Enlargements to the Collie irrigation channel (£46,000); construction work on the Waroona Dam

(£182,000); and a new spillway for the Harvey Weir were the main works carried out last year.

This year's programme provides for the completion of the Waroona Dam at a cost of £293,000, and further work on enlarging the Collie irrigation channel (£44,000).

It is also proposed to spend £36,000 on Collie River improvements, aimed at reducing the major flood level experienced in the winter of 1964, and a further £50,000 on the deviation of tributaries to the Five Mile Brook, Bunbury, in order to ease flooding problems in that area.

North-West

In the north of the State, allowances have been made for engineering works as follows:—

Additions and improvements to jetties, tramways and rolling stock	£ 200,000
Water supplies and sewerage	281,000
Irrigation	290,000
Electricity for Government establishments	55,000

The main works to be financed from the vote for additions and improvements to jetties are:—

Wyndham goods yard extensions—completion of storage shed for cotton	£ 20,000
Derby jetty completion—anticipated by the end of this year	41,000
Port Hedland jetty and goods yard improvements	38,000
Broome Harbour—Removal of channel rock which is a navigational hazard	50,000

Expenditure on water supplies amounting to £281,000 will include works at Wyndham (£36,000); Kununurra (£40,000); Port Hedland (£33,000); and general extensions (£35,000).

Works associated with the Ord River scheme which are the financial responsibility of the State, and amounting to £251,000, largely account for the provision under the heading of "Irrigation."

Electricity for Government establishments in the north will require £55,000 in 1965-66, the main item of expenditure being the completion of work associated with the new power station at Kununurra.

Public Works (Architectural)

In 1964-65, an amount of £9,202,000 was spent from the General Loan Fund on architectural works throughout the State.

The provision this year of £9,301,000 will allow the heavy programme of works in progress to be continued and it will also provide for new works.

The erection of three new high schools at Cannington, Esperance, and Mirrabooka, which were commenced in 1964, is nearing completion.

Construction of a high school has commenced at City Beach while contracts have been let recently for Kewdale and South Bunbury.

It is anticipated that during 1965-66 a start will also be made on construction of high schools at Eden Hill, Balcatta, and South Fremantle.

Additions have been carried out to several high schools, and further work to provide extra classrooms to five high schools is anticipated during the present year to cope with the increased school-leaving age to be operative in 1966.

Provision has been made for the erection of eight new primary schools throughout the State. Construction has already commenced on five of these, while planning is proceeding, with a view to having several opened early in 1966.

New primary schools at Churchlands, Condingup, Rangeways, Balga, Busselton, Coolbellup, Koolyanobbing, Lesmurdie, and Balgo Mission were completed during the past year.

Additions have been completed to various existing primary schools and it is anticipated that 160 extra classrooms (including new primaries) will be built during the coming year.

Work has continued on the Institute of Technology and it is anticipated that further stages will go to tender during the present year.

A contract has recently been let for additions to the Harvey Agricultural High School and work is proceeding satisfactorily.

Expenditure on hospital works in 1964-65 from the General Loan Fund amounted to £2,618,000. Major works completed during the year were additions to Corrigin, Esperance, Kondinin, Moora, Wooroloo, Merredin, and Fremantle hospitals. Regional hospital construction at Bunbury and Geraldton is proceeding, together with new hospitals at Augusta, Bentley, and Wongan Hills, and a new theatre block at Fremantle.

Other major works in progress are a new laboratory at King Edward Memorial Hospital, additions at Wyalkatchem, an amenities block at Fremantle, nurses' quarters at York and Northam, and medical officers' quarters at Royal Perth Hospital.

Planning of the new Cunderdin hospital is proceeding and it is anticipated that construction will commence shortly.

In the north-west, works in progress include a new acute block at Broome, a native wing at Derby, and additions at

Wittenoom. During last year construction of the Onslow Hospital was completed. Proposals for the current year are new quarters at Broome, Onslow, and Port Hedland, and additions to the quarters at Carnarvon.

Construction of new facilities for the Police Department was continued last year at the western end of the Causeway; while new police stations were provided at Dalwallinu, Gingin, Gnowangerup, Goomalling, Meekatharra, Three Springs, and Yarloop.

Currently under construction are stations at Brentwood, Gosnells, Midland Junction, Morley Park, and Broome, and it is planned that a commencement will be made at Albany and Kalgoorlie in the coming year.

The first stage of a new training centre at Guildford has been completed and construction of the kitchen and service blocks is continuing. Allowance has been made for the commencement of further stages during the current year.

Substantial additions were started at Claremont Mental Hospital and remodeling of the existing wards has gone ahead as planned.

Construction of the new Albany gaol is proceeding and a contract has been let for additions at Pardelup.

Planning of new Public Health Department laboratories at Hollywood is proceeding with a view to commencing work late this financial year.

The main items of expenditure on miscellaneous buildings in the past financial year were the new Government offices on the Observatory site, buildings for the new Observatory at Bickley, additions to the Government Chemical Laboratories, and the completion of the remand home at Collier.

New courthouses have been completed at Harvey, Margaret River, and Quairading, and provision has been made for further buildings at Esperance and Morawa.

Current allocations for miscellaneous buildings besides the commitment for the new Government offices and the Observatory, provide for new buildings for the Government Stores Department at Welshpool, new public buildings at Narrogin, laboratory and aquarium facilities for the Fisheries Department at Waterman's Bay, a civil defence store at Belmont, and the transfer of laundry facilities to Longmore Remand Home.

State Shipping Service

Final payments of £34,000 on the S.S. *Delamere* were made last year and £70,000 was spent on modifications to the S.S. *Dorrigo*.

Other items of expenditure included £26,000 for a branch office at Wyndham, and £69,000 for equipment, consisting of steel cargo containers and forklift trucks.

This year £50,000 has been allocated for the purchase of additional steel cargo containers in order to cope with the increasing demand for this type of cargo handling.

Metropolitan Water Supply, Sewerage and Drainage Board

During last financial year an amount of £2,800,000 was allotted to the board from the General Loan Fund for capital works, and a further £200,000 was raised by it from semi-governmental borrowings.

In this current year works to the value of £3,250,000 are planned, which are to be financed from an allotment of £3,000,000 from the General Loan Fund and loan raisings of £250,000.

Estimated expenditure in 1965-66 on water supply projects is £1,754,000; on sewerage works, £927,000; and on drainage works, £294,000. Salaries and incidental expenditure related to capital works will amount to £275,000.

Works planned for this year are numerous in the three separate areas of activity, and I do not propose to itemise them all as they are detailed in the Estimates. I will simply refer to several of the major works being undertaken.

The Serpentine trunk main was taken to Forrestdale in 1963-64 but no expenditure was incurred last year in extending it further. However, in this current year a sum of £280,000 is to be spent on the Forrestdale to Perth section.

The major sewerage project now proceeding is the south of the Swan River scheme, on which £511,000 was spent last year. This year's expenditure on the scheme is expected to be £550,000.

Works envisaged are the completion of stage 1 of the Woodman Point Treatment Works; continuation of reticulation in Palmyra; and commencement of reticulation in Applecross, including Heathcote.

Mines

The existing scheme for assisting approved prospectors will be continued this year and provision has been made for loans to develop promising mines.

Provision has also been made for the purchase of two new percussion drilling units for hydrological surveys, and this work is being expanded as the result of Commonwealth subsidies in this area of activity.

Minor improvements and new equipment for several State batteries are also provided for in the Estimates.

State Housing Commission

In 1964-65, the State Housing Commission was allocated £670,000 from the General Loan Fund. It also received £1,050,000 from the Commonwealth grant for stimulation of employment, and borrowed £1,000,000 under the semi-governmental programme.

In addition, the commission received £3,746,000 under the Commonwealth-State Housing Agreement and £3,250,000 for war service homes.

Total funds received last financial year therefore amounted to £9,716,000 which, together with domestic funds, permitted a programme of capital expenditure totalling £10,132,000. This figure is exclusive of the cost of houses erected for departments and financed from other votes.

This year, the total capital expenditure of the commission is expected to approximate £10,300,000, which will be financed from several sources.

The General Loan Fund allocation in this current year has been fixed at £250,000 and loan raisings under the semi-governmental borrowing programme at £750,000.

Advances under the Commonwealth-State Housing Agreement have been set at £3,726,000 including £126,000 for the housing of serving members of the Armed Forces, and it is anticipated that £2,750,000 will be available for war service homes. The balance of the programme is to be financed from the sale of commission land and houses, principal repayments, and credit balances at the Treasury.

In 1964-65 the commission completed 2,131 homes under all schemes, made up of—

- 1,579 purchase and rental homes
- 174 war service homes
- 31 for Government employees.
- 212 for Government departments.
- 97 for charitable organisations
- 8 for employees of Laporte Titanium (Australia) Ptd. Ltd., and
- 30 for Broken Hill Proprietary (Koolyanobbing).

In addition, finance was allocated to approved building societies for 382 purchase homes. With war service homes finance, 326 newly-erected homes were purchased and the commission assisted 80 home purchasers by way of second mortgage assistance.

At the close of the last financial year, 1,371 homes and flats were in varying stages of construction. This includes a block of 77 flats at Carlisle for elderly female pensioners. These projects will be completed during 1965-66 and it is anticipated that contracts will be let for approximately another 2,500 houses.

Housing of Government Employees

A sum of £223,000 is available in this current year for Government employees' housing from balances in hand at the 30th June last. It is also anticipated that the authority will borrow £100,000 in 1965-66 under the semi-governmental programme.

I might say, on this item, that we hear of some indication nationally of a downturn in the amount being spent on housing, or houses being built from all sources. This may cause the Commonwealth to pay closer attention to this matter, and it could be that extra moneys could be made available under this heading for the States generally. We, in Western Australia, have a housing problem along with all the other States. Our greatest demand is for housing in country areas, and in areas where special projects are being carried out where provision for housing is not included in the agreement made with the Government as in the case of all the iron ore projects.

I would like to assure the Committee that the Minister for Housing realises it is necessary for us to be ready with a case to present in the event of the Commonwealth giving further consideration to this matter.

Mr. Fletcher: More single units are necessary.

Mr. BRAND: I am sure each and every one of us appreciates the need in all categories, and whilst single accommodation is important, I think it must be admitted that the family unit for the young married couple with two or three children still has a high priority, and it will continue to have that priority for some time to come.

Agriculture

Loan expenditure on agriculture in 1964-65 amounted to £246,000, of which the two largest items were £55,000 for the completion of the cotton ginnery at Kununurra and £57,000 for the continuance of the Ord River regeneration programme.

The main buildings at the pig research station were commenced at a cost of £29,000, and preliminary development of the new West Kimberley Research Station cost £15,000.

I am glad this item is before the Committee because it has taken considerable time to complete negotiations in order to establish that very important station.

Sitting suspended from 3.45 to 4.5 p.m.

Work on improvements to buildings for the animal division at South Perth was commenced at a cost of £14,000. A number of minor improvements costing £17,000 were undertaken at Muresk Agricultural College, including sewage disposal, dormitory improvements, road works, storm-water drainage, and an additional cottage for the staff.

The balance of expenditure last year was made up of general improvements to research stations, including extensions of electricity to the Stoneville Research Station, and new cottages at Salmon Gums, Badgingarra, Bramley, Avondale, and Esperance. A shearing shed for the shearing school was provided at Robb Jetty, and grain inspection offices were established at Albany and Bunbury.

In 1965-66 the Ord River regeneration programme will be continued at a cost of £30,000. Further development of the West Kimberley Research Station will be made at an estimated cost of £35,000 and major buildings at the pig research station, which were commenced last year, will be completed at a further cost of £33,000.

The improvements to buildings at South Perth required for the animal division will be completed at a cost of £66,000 and a commencement will be made on expanded accommodation for the department generally. Major additions have not been made for several years and pressure on accommodation is now being experienced. It may be necessary to establish a programme of building expansion to be conducted over several years.

Minor improvements to facilities and accommodation at Muresk College and the research stations will be continued this year.

Forests

The provision of £180,000 of loan money during 1965-66 will assist in the establishment of a further 3,500 acres of pine plantation, and the continued maintenance of the 42,418 acres of existing plantations. It will also assist the research programme which is aimed at improving the genetical properties of the pine species and yields in quality and quantity from the plantations. The continued expansion of these plantations is necessary to provide for the future requirements of industry and an increasing population.

Fisheries

A new sea-going vessel is nearing completion and will be in commission shortly. It will greatly assist the Fisheries Department to police restrictions which have been imposed for the better management and conservation of the State's fisheries.

A new research vessel to cost £50,000 is also to be constructed this year to replace the *Lancelin*. The new vessel is to be equipped with modern research equipment in order to facilitate an expanded crayfish research programme.

Industrial Development

During 1964-65, a sum of £114,000 was spent on the purchase of land for industrial development and £40,000 went to assist industries. A provision of £200,000 has been made in the Estimates for the current year for the acquisition of further

land for industrial purposes and to provide assistance for the establishment of new industry and the expansion of existing industry.

Fremantle Port Authority

A large programme of works is to be carried out by this authority during the current year. Total expenditure is estimated at £1,194,000 which is to be financed from a General Loan Fund allocation this year of £200,000, loan raisings of £100,000, funds in hand at the 30th June last of £574,000, and the current year's charge for depreciation of £320,000.

Preliminary work in connection with the planned extension of the inner harbour upstream is to be undertaken at an estimated cost of £110,000. Steel sheet piling is to be driven on both sides of the river on the alignment of the proposed new berths so as to allow filling of the land areas to be commenced.

Filling being excavated from other development at North Quay is being utilised, and spoil from the proposed realignment of the Swan River will also be pumped into the area on the north side.

A sum of £60,000 is to be outlaid on land resumption in the vicinity of John and Stirling Streets, and £250,000 is to be expended on the continuation of the reconstruction of "H" berth, Victoria Quay. North Quay development, to cost £48,000 this year, will be continued, and replacement of mechanical and other plant will cost £97,000. However, it is in the outer harbour that the major development work will be undertaken.

The current dredging programme in connection with the provision of an entrance channel and an extended and deepened swinging basin for the B.H.P. steelworks will be completed, and will be followed immediately by the dredging of a channel to the alumina refinery jetty to a much greater depth than originally envisaged in order to cater for the bigger ships now planned to carry away the expanded future production of alumina.

Construction of a two-berth bulk cargo jetty, now being planned, will be commenced during the year, and is scheduled to be completed by the 31st May, 1967. Originally the jetty was required for the operations of the nitrogenous fertiliser works being established by C.S.B.P., but probable further developments in the area will almost certainly entail the maximum use of both berths of the jetty in the immediate future. The cost of outer harbour development this year is expected to be £602,000.

Metropolitan Transport Trust

An amount of £90,000 received by the trust from the General Loan Fund, together with loan raisings of £100,000 and internal funds, enabled it to purchase 58 new buses last year and erect new running depots at Claremont and Trigg.

In the current year the trust is to receive £150,000 from the General Loan Fund, and will raise £100,000 from private borrowings. These amounts, together with domestic funds of £287,000, will provide the trust with £537,000 for capital works in 1965-66.

Works planned for this year include the purchase of 60 new medium-sized buses of the latest design in continuation of the trust's fleet-modernisation programme.

University of Western Australia

In 1964-65, an amount of £187,000 was provided from the General Loan Fund and a further sum of £500,000 was raised from private borrowings to finance the State's contribution for capital works during the 1964-66 triennium. These funds, together with Commonwealth grants and cash balances held by the University, provided £1,451,000 for capital works in 1964-65.

Actual expenditure during the last financial year totalled £1,049,000, leaving £402,000 available for works in 1965-66. Major works completed in 1964-65 were the third stage of the chemistry building, alterations to the administration building, and the installation of computing facilities. In addition, substantial progress was made on buildings for the faculties of Agriculture, and Economics and Commerce.

In 1965-66 a capital works programme costing £1,057,000 is to be undertaken by the University. This programme will be financed by cash balances brought forward totalling £402,000, private borrowings of £100,000 and anticipated Commonwealth grants amounting to £555,000. Major works to be undertaken are buildings for the Faculty of Law and Department of Botany, a lecture theatre, and the Currie Hall of Residence.

Tourist Development Authority

Last year the authority was allocated £75,000 from the General Loan Fund and this year £100,000 is being provided.

In 1964-65 beach facilities were supported to the extent of £36,000, caravan parks £19,000, and regional museums £13,000. The latter included an allocation to permit contracts to be let for the completion of the O'Connor Museum which has proved a major attraction for Australian and overseas tourists.

The Tourist Development Authority has plans, in association with the Shire of Gnowangerup, for major developments at Bremer Bay, which will include facilities for campers, day visitors, a caravan park, and a water supply.

Negotiations are continuing for the provisions of adequate tourist caravan parks at various centres in the north. There is an increasing need for modern amenities to serve this vast area; and it is hoped that several major parks will be commenced in the current year.

Loans and Grants to Local Authorities and Other Public Bodies

A provision of £375,000 has been made in the Estimates to continue loans and grants to various charitable bodies and other organisations.

Grants totalling £23,000 are provided to assist in meeting the cost of conversion of electricity undertakings at five country centres; and an amount of £30,000 has been allocated for the construction of swimming pools at a further eight centres.

Existing policies for assistance to infant welfare centres, the St. John Ambulance Association, and social centres for the aged will be continued. A total of £26,000 has been provided for these activities.

The policy of providing grants for the establishment and extension of aged people's homes has been reviewed recently and the new scheme provides for an increased scale of assistance.

Previously, grants were provided on the basis of £1 from the Government for each £1 subscribed by the organisation up to a maximum Government contribution of £10,000 in a single financial year.

The new policy increases the Government contribution to £2 for each £1 subscribed by the organisation and raises the amount that an organisation can claim in a year to £15,000. An amount of £26,000 has been allowed for in the Estimates to meet anticipated payments in the current year.

Funds are also provided to make further assistance available for the extension of residential colleges at the University, and for the activities of the Slow Learning Children's Group.

Provision of £10,000 has been made to permit grants to country agricultural societies for the establishment of facilities for exhibiting stock. This is the first year that this form of assistance has been made available.

The Royal Agricultural Society is being assisted with financing a new sheep pavilion at Claremont. A grant of £20,000 was paid to the society last year and a loan from the Government of £17,000 is to be made this year.

The Home of Peace is establishing another hospital for the incurable sick in Morley Park at a total cost of £300,000. Towards this total sum the Lotteries Commission and the Government will each provide £100,000, and a payment of £30,000 on account of the Government contribution is expected this year.

The Silver Chain Nursing Association intends building a new 60-bed hospital at Hilton Park at a cost of £180,000. Hospitals run by this association provide a very valuable service to the community

and the Government has agreed to contribute £85,000 towards meeting the cost of establishment. Provision is made for an instalment of £43,000 to be paid this year.

Roads and Bridges

It was necessary last year to allocate £436,000 to the Main Roads Department from the General Loan Fund. Of this sum, £36,000 was for the erection of houses for Main Roads employees and the balance of £400,000 was needed, as I explained earlier, to attract a corresponding matching grant from the Commonwealth. In this current year, it is proposed to limit the allocation to the Main Roads Department from the General Loan Fund to £150,000 and to take other steps to raise the additional finance required to attract the Commonwealth matching grants.

Rural and Industries Bank

Included in last year's allotment of £278,000 for Delegated Agencies was an appropriation of £100,000 to finance loans to farmers in areas of lighter rainfall, for the provision of stock water supplies. As this allocation was only made in the closing stages of last financial year, it is available for the purposes of the scheme in this current year.

In addition, a sum of £255,000 is provided in the current year's Estimates to continue advances under the dairy farms improvement and consolidation schemes and for Esperance plains development, as well as to meet agreed reductions in guaranteed bank overdrafts on account of Esperance Superphosphate Works and Canterbury Court Pty. Ltd.

Funding Revenue Deficits

One of the most pleasing features of this year's loan programme is the absence of any provision for the funding of revenue deficits.

No provision is necessary as all revenue deficits up to the 30th June, 1963, have been cleared by past appropriations from the General Loan Fund; and because the final result for 1963-64, after the receipt of the second instalment of the Special Grant for that year, will be a surplus of £123,000.

I would say to the Committee that this is a very satisfactory result because, for many years, we have had to fund our deficits—they were very large indeed—from Loan funds, which are hard to come by. I might mention the fact that it may seem strange a claimant State such as ours should have a surplus in its financial arrangements. It may not be a surplus, but nevertheless it will stand to our credit in another year when, perhaps, the result might not be as happy as this one. No doubt we will be saying something about the results, which might be termed "a balanced Budget" when the Budget is

introduced—which, by the way, could be about the first Thursday after the Royal Show break, when I will explain this matter further. Nevertheless, it is a very satisfactory result from the point of view of the loan funds available to the State, as they will not have to meet a deficit.

As I will be explaining the situation with respect to the revenue fund in greater detail when presenting this year's Budget, I simply again draw attention to the excellent result achieved in 1963-64.

Before closing, I would like to thank members of the Committee for their attentive hearing. I know that a speech of this nature is not always very interesting, but nevertheless it is written out in such a way as to enable private members to refer to it in order to obtain the simple and important vital factors of the loan programme.

I would like once again to express my appreciation to the Under-Treasurer of this State, who has done a wonderful job for the State as a whole, and who has advised in such a way as to enable us to keep the finances of the State fairly straight. The fact is that we must accept the responsibility of taking such action as is necessary, from time to time, to ensure—it is not always popular action—that the State's finances are kept on an even keel. To the deputy Under-Treasurer and those associated with him, I express my thanks for their co-operation and a year of hard work in respect of this matter.

Progress

Progress reported and leave given to sit again, on motion by Mr. Hawke (Leader of the Opposition).

BILLS (9): ASSENT

Messages from the Governor received and read notifying assent to the following Bills:—

1. Debtors Act Amendment Bill.
2. Stipendiary Magistrates Act Amendment Bill.
3. Mines Regulation Act Amendment Bill.
4. Metropolitan Region Town Planning Scheme Act Amendment Bill.
5. Health Act Amendment Bill.
6. Bunbury Harbour Board Act Amendment Bill.
7. Albany Harbour Board Act Amendment Bill.
8. Spear-guns Control Act Amendment Bill.
9. Petroleum Products Subsidy Bill.

MARKETING OF EGGS ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

RURAL AND INDUSTRIES BANK ACT AMENDMENT BILL

Second Reading

MR. BOVELL (Vasse—Minister for Lands) [4.29 p.m.]: I move—

That the Bill be now read a second time.

The Rural and Industries Bank Act, in section 8, states that the management of the bank shall be vested in five commissioners, one of whom shall have administrative or executive experience in a trading bank.

Subsection (3) states the chairman and other full-time commissioners shall devote the whole of their time and attention to the business of the bank and the remaining member shall devote to the said business such portion of his time and attention as may be recommended by the commissioners and approved by the Governor.

These provisions were included in the 1944 legislation when general banking facilities were created. Prior to this, the bank functioned as what was then known as the Agricultural Bank of Western Australia, which did not include a general banking division. It was then considered necessary to ensure that at least one of the full-time commissioners possessed administrative or executive experience in a trading bank.

The five commissioners include the chairman and three others who, under section 10 (1) of the Act, are required to devote full time to their duties as commissioners. Under section 10 (2) the part-time commissioner is the Under-Treasurer of the State or his deputy.

Section 12 of the Act states that no person shall be eligible for appointment either as chairman or as a commissioner, or to continue to hold any such appointment while he is, or if he becomes, an officer of any bank, firm, or institution which carried on the business of making loans on security of any lands in Western Australia.

Section 9(2b) states that full-time commissioners shall also act as administrative officers and shall discharge such duties as are allocated to them by the chairman.

It is therefore evident that Parliament's intention is that the chairman and other full-time commissioners devote their full time to the management of the bank.

It is considered desirable that as the management of the bank is vested in the commissioners, persons occupying those positions should have adequate banking experience and the first provision of the Bill is to ensure that all full-time commissioners are so equipped.

Section 10 (1) states that the chairman and other full-time commissioners shall hold office for a period of seven years from

the date of their appointment and thereafter shall be eligible for reappointment for a period not exceeding seven years to be fixed at the time of such reappointment.

Banking is essentially a career occupation and those trained in the profession should at least have the opportunity of being considered for appointment to the senior positions.

Under present legislation a person who has passed his 58th birthday would be virtually ineligible for appointment as a commissioner. This is not considered to be in the best interests of the management of the bank.

Mr. Bickerton: Whom have you in mind?

Mr. BOVELL: No-one but the commissioners. I might explain that as the bank has progressed for 20 years, it has trained its own staff who could qualify for these positions. I have outlined the provisions of the legislation which, of course, are quite clear in regard to the intention of Parliament that those commissioners be the administrative officers of the bank and actively engaged in the management of the bank.

There are officers of 58 and 59 years who perhaps after 20 years of operation of the general banking system, and after having devoted their time to the bank, under the present legislation could not be considered as commissioners, although they still have five or six years to go before the normal retiring age.

This proposal is in the best interests of the officers and of the bank—and any bank, for that matter, because the Act does not confine itself to the Rural and Industries Bank, but to persons who have been trained in the banking profession. The member for Pilbara asked whom I have in mind.

Mr. Bickerton: I am sorry I have upset you so much. I did not think my question would have such an effect.

Mr. BOVELL: We have no others in mind but the present commissioners. As a matter of fact, all the commissioners' appointments have, in the last couple of years, been renewed for a further seven years. Therefore this matter will not come up for some time unless anything unforeseen occurs.

Mr. J. Hegney: Who are the present commissioners?

Mr. BOVELL: Mr. Chessell is the chairman; Mr. Hankin is the deputy; Mr. Airey is one commissioner; and Mr. Gabbedy is the fourth. I am not giving them in their order of seniority, although I think that is more or less the situation. The part-time commissioner is the Under-Treasurer of the State, Mr. Townsing.

Mr. Jamieson: Did they all qualify by having banking experience?

Mr. BOVELL: Yes; they do. They have all had banking experience. They have been commissioners for some considerable time, and I think they would qualify under this.

Mr. Jamieson: Did they qualify before?

Mr. BOVELL: Three of them did, because they came from associated banks. Mr. Chessell, Mr. Hankin, and Mr. Airey came from Associated Banks. Messrs. Chessell and Airey were with the National Bank, and I think Mr. Hankin was with E.S. & A. Bank. Mr. Gabbedy was with the Agricultural Bank and was, I think, manager of the Manjimup branch at the time of his appointment.

I do not know whether the member for Beeloo was in the House at the time the then Minister (Mr. Hoar) submitted the proposal to amend the Act to increase the number of commissioners to five. At that time Mr. Gabbedy was added to the list.

As I have said, all the commissioners qualified; and, I repeat, there is no intention to displace any of them. This is a proposal to give encouragement to officers to qualify for the position of commissioner and to know that if they have passed their 58th birthday they will still be entitled to consideration. It does not necessarily mean that they will be appointed, but they will be considered for appointment.

Mr. Bickerton: The present Minister for Lands has had banking experience.

Mr. BOVELL: It was so long ago that I have almost forgotten about it.

Mr. J. Hegney: A very lucid explanation, anyhow.

Mr. BOVELL: The next provision refers to the accumulation of long service leave, which at present is restricted to a total of six months. It is often necessary to postpone leave for the convenience of the bank. Present limitation can involve the necessity of sending officers on leave at a time when they can be ill spared.

The proposal is to permit the accumulation of long service leave to a period not exceeding 12 months. This amendment will bring the right to accumulate long service leave more into line with the general practice of other trading banks. I might interpolate here, in view of the interjection of the member for Pilbara, to say that having been a bank officer, I have some sympathy for them. This Bill is designed to assist the officers of the bank generally.

The bank now has almost 600 officers who can be called upon to serve at any of its 48 branches, which are spread over the State from Wyndham to Esperance, and the commissioners should have the discretion to permit accumulation of long service leave where it may assist individual officers of the bank.

It will not only assist the individual officers, but also the bank. Under the present legislation it is possible to accumulate long service leave for only six months.

Until recently the Commonwealth Savings Bank was the sole operator in regard to school savings bank accounts. However, all savings banks are now permitted to engage in this form of business. The amendment is desired to allow interest on school savings banks accounts to be calculated once in each year up to the 31st May, and this interest to become principal to bear interest from the 1st June. This provision is designed to conform to the practice agreed upon by all banks under the school banking system.

Section 65 Q of the Act states that where a savings bank account is opened at a branch of the bank a passbook shall forthwith be issued to the depositor or the person at whose instance the account is opened.

Savings bank business includes societies' accounts operated by cheque. Statements have to be issued for such savings accounts and it is redundant to have to issue a passbook also. It should be possible to meet the wishes of customers where it is mutually—and I emphasise the word "mutually"—agreed that passbooks should not be issued.

Section 65S(1) of the Act states that where a person dies leaving any money not exceeding £200 standing to his credit in a savings bank account and probate of his will or letters of administration of his estate are not produced to the commissioners and notice in writing of the existence of a will and of intention to prove it or of intention to take out letters of administration is not given to the commissioners within one month after the death of the person, the commissioners may, in their discretion, apply the money in payment of—

- (a) funeral expenses of the deceased person, or in reimbursing any person who has paid these expenses; and
- (b) the balance, if any, to the widow or widower or some relation of the deceased person or to such other person as the commissioners in the circumstances think fit.

Inflation and the general increase in savings have made the present amount of £200 too small. The Commonwealth Savings Bank now operates on the figure of £600. I might say here that the legislation governing the operation of the Commonwealth Bank is Commonwealth legislation, and the State legislation, I am informed, has no effect on it. It is proposed to repeal this section and amend the Administration Act to enable the Rural and Industries Bank and the Associated Banks in Western Australia to have

the same facilities as the Commonwealth Bank, which, as I have already stated, is not subject to State laws.

The second schedule, part III 6(1), requires attestation by two or three witnesses to a stockholder's signature to a power of attorney: the stockholder referred to would be in connection with the bank's debenture or inscribed stock.

It is considered that the requirement of two or more witnesses is unnecessarily cumbersome. Crown law agrees and raises no objection to this proposal. I commend the Bill to the House.

Debate adjourned, on motion by Mr. Kelly.

WESTERN AUSTRALIAN COASTAL SHIPPING COMMISSION BILL

Second Reading

MR. COURT (Nedlands—Minister for the North-West) [4.43 p.m.]: I move—

That the Bill be now read a second time.

The proposal to establish a Western Australian Coastal Shipping Commission arises from the report made by Captain John Williams on the State Shipping Service in 1962.

In view of the fact that there are many new members in the House since the original report was tabled I will, with your permission, Mr. Speaker, at the conclusion of my comments table a further copy of his report so it will be readily available to members to study if they so desire.

Captain Williams is regarded as one of the leading shipping authorities in Australia and in this regard he enjoys an international reputation. He is also in the unique position that he is the Chairman of the Australian Coastal Shipping Commission which operates the Australian National Line; and, as such, he has had a lot of experience of the difficulty of operating ships on the Australian coast, both intrastate and interstate. His report covered the whole field of State Shipping Service operations and most of his recommendations have already been or are in the process of being implemented.

At the time, Captain Williams made it clear that he did not expect these recommendations—assuming they were acceptable to the Government of the day—to be implemented immediately, but rather would they be implemented progressively as time and circumstances permitted.

For instance, a lot of the operations of the State Shipping Service have been influenced by the nature of the ports in the north and by the tidal problem. With the prospect of steady improvement in port facilities which would minimise the effect of tides, some of the recommendations would have to await these developments.

In any case the full effect of any re-organisation within the State Shipping Service cannot be enjoyed until it is possible to introduce new types of bigger, faster, ships, specially designed and suited for our north-west operations and to meet present-day operating conditions and demands. Such ships were very difficult to justify in the past, having regard for the comparatively poor port facilities and low volumes of freight previously available.

The overall question of port facilities as well as the outlook for northern development has changed greatly over the last few years. It is felt by the Government that the time has come to implement the recommendation in respect of the commission.

It may be argued by some that the State Shipping Service could continue as it has done for the last 52 years, with a general manager directly under the Minister. Quite apart from the views expressed by Captain Williams, it is the considered opinion of the Government, the general manager who recently retired (Mr. Owen), and the present general manager (Mr. Kopp) that the complexity of the problems to be dealt with in the next few years are such that the service generally would benefit by a commission entrusted by Statute with the responsibility of operating the service.

There will be many changes to be made which are inescapable from the type of development in the north and the increased population that is expected. Not only does the construction phase of development have to be serviced to a reasonable degree, but more particularly the service has to be capable of handling the day to day needs of the area as it is developing and will continue to develop.

The emphasis on northern development directed at export is also a critical factor in planning State Shipping Service operations. It is a fact that the more successful we are with northern development in the next few years, the greater will be the emphasis on loading going north, and the greater will be the problem of achieving balanced loading coming south; because the great percentage of the produce will, because of its nature and the geographic location of the north, go to overseas markets. This, of course, is a good thing for Australia.

There is need for a complete re-thinking in regard to the type of ships to be employed. For instance, the State service is currently engaged on studying a type of vessel which could actually carry loaded barges which barges could be discharged at various ports in the sequence in which they are stowed, with the empty or reloaded barges being picked up on the return journey.

This might sound a little imaginative, but the officers of the State Shipping Service have been addressing themselves to this question in an attempt to find some revolutionary way to overcome some of the economic problems of ship operation in the north. The general principle is that the barges would be loaded in Fremantle and stowed on the vessel in a predetermined sequence, obviously related to the ports of call.

The barges would be unloaded at those ports, and the ship would go on its way without having to wait while the cargoes were unloaded. Obviously the ship would pick up the empty or reloaded barges on the return journey.

Whether this is possible remains to be seen; but this is indicative of the approach that is being made to some of the problems of the north. If we find it succeeds, we hope to be able to go on with it. If we do not, we will have to try something else. I should mention that other types of design are also being investigated by the senior officers of the service.

Mr. Fletcher: If they have roll-on, roll-off ships at present, I cannot see why they should not be able to have roll-on, roll-off barges.

Mr. COURT: There are some complexities, of course. The idea of the barges is to put them into the water, whereas with roll-on roll-off ships, the motor vehicles go straight on a specially constructed wharf. There is a slight difference, but I gather there should be no insurmountable problem. I only put this forward as an indication of the type of thinking that is going on at present.

Such a move as this, although involving some radical changes from past design and operating procedures could bring about impressive cost savings in ship operation and move towards better economics as well as improved service.

Whilst it is acknowledged that the north-west and Kimberley region and the Northern Territory must have a good reliable shipping service, it is in the interests of the area, as well as the service itself, that the shipping fleet should operate on an economic basis.

Already the State Government has been advised that a ceiling is to be fixed on the deficit that can be incurred by the State Shipping Service and reimbursed through the Grants Commission. Whilst we might not be satisfied with this position in view of the peculiar industrial conditions under which the service has to be operated, as well as the peculiar demands that have to be met to service the north, we nevertheless have to be realistic and appreciate that we cannot expect the Commonwealth through the Grants Commission to reimburse the deficit without limit indefinitely.

The transformation of the service will be a fairly slow business for practical reasons such as—

The need to give careful attention to the design of the special type of vessel that will be needed.

Improvement of cargo handling operations.

The provision of finance.

Finance will probably be the greatest single hurdle to be overcome in a fleet re-equipment programme. This could involve in excess of £6,000,000, and this without allowing for any additional tonnage which may be necessary because of a build-up in the population and requirements of the north.

I am only putting this forward as an indication based on replacing the present fleet with a modern fleet, fewer in number, but with bigger and faster ships with a capacity to carry a greater tonnage than the capacity of the total of the present fleet.

It may be that when the commission has a chance to review the total position in conjunction with Commonwealth specialist departments and officers, a good case could be made out for special Commonwealth assistance on an agreed timetable with a view to improving the economics of the service to an extent which would more than justify the provision of special funds for this purpose. However, this is a matter which will be considered at the appropriate time when the necessary research has been undertaken. This, of course, is of some interest to the Commonwealth in view of the fact that it pays, through the Grants Commission, the present deficit in excess of £1,000,000 a year.

Suffice to say we cannot allow the present service to continue with its existing disabilities, and the objectives of the Government as well as the commission will be to reorganise the service over the next few years so as to give an efficient and acceptable service and at the same time improve the economics of operation.

In this regard there will need to be a sense of responsibility on the part of all concerned, including industrial unions, because if a service such as the State Shipping Service is to survive, expand, and prosper, it can only do so if it operates on a modern, efficient basis and within reasonable economical limits. The Bill covers the several logical requirements of the establishment and operation of a commission, and members will find these expressed in simple straight forward terms in the Bill. Matters of special interest are—

The commission will be a three-man commission, to be appointed by the Governor. One of the commissioners will be the chairman and another will be the vice-chairman.

The commissioners first appointed will hold office in the case of the chairman for five years, in the case of the vice-chairman for four years, and in the case of the remaining commissioners for three years. This is for the obvious reason of staggering the initial retirements so that they do not all retire at the one time.

Mr. Jamieson: Whom have you in mind? Are you going to call for applications for the position?

Mr. COURT: When the legislation is through, the Government will give consideration to the actual appointment of the commissioners.

Mr. Tonkin: It would not be Captain Williams himself, would it?

Mr. COURT: I am afraid we would not have much chance of getting Captain Williams, with his present commitments.

Subsequent appointments will be for a period of five years with a retiring commissioner eligible for reappointment. There is provision for the appointment of acting commissioners. The conditions under which a commissioner vacates his office are the ones that are normally covered in such circumstances, and they are clearly set out in the Bill.

The procedures of the commission are left largely to the commission within the provisions of the Act and its regulations. The commission is, of course, subject to the Minister; and the reference to this is clause 5 (2) (e).

The functions of the commission, which are covered by clause 13, include the maintenance and operation of the service carried on by the State Shipping Service at the present time and provide for the establishment, operation, and maintenance of additional services as well as incidental services.

In this regard the commission will have the power and duty to maintain and operate these services in the manner and to the extent it considers fit. In other words it will have the right to expand or contract the services within the powers given by the legislation.

In clause 14 the more specific powers of the commission are listed and these are the powers considered necessary for the proper operation of a shipping service or services by the commission. These powers include, as is to be expected, such matters as purchase, leasing, chartering ships by the commission for its use, and the sale, leasing, or chartering of commission ships to others, acquisition of land, acquisition by purchase or lease of buildings, land, etc., acquisition of plant, stevedoring operations, appointments of agents, training of employees, and the like.

The commission is to be restricted in its power to purchase or dispose of assets without the consent of the Minister to a figure of £50,000. The remuneration of the commissioners is to be fixed by the

Governor. There are the usual powers of delegation. Also the commission has the power to enter into contracts to alter its liability as a common carrier.

It is necessary to deal with this particular aspect as a special matter in the present legislation because it is insufficient to rely on the normal Commonwealth legislation in respect of seagoing traffic. Most of our operations are intrastate and therefore have to be dealt with, to a large extent, under the laws applying to intrastate operations as distinct from those applying to interstate operations.

I should emphasise, however, that the provision in the Bill is related to the power of the State Shipping Service to contract itself out of common carrier responsibilities. This is necessary in the case of a service which could be entering into contracts for the shipment of cargoes under special conditions.

One provision of particular importance is that in clause 18 where the Governor may direct the commission where it is considered necessary to meet the requirements of a particular area, and it is desirable in the public interest to establish, maintain, and operate, or continue to maintain and operate, a shipping service for the purpose of meeting this requirement. Such direction, of course, must be within the provisions of the legislation.

The Governor could not, in his constitutional position, direct a service, which was outside the powers of the Act, to be established by the commission. But provision is included virtually for the Government of the day to direct, in effect, that a service be established, or continue to be established, because it is considered to be in the public interest.

Mr. Jamieson: That is pretty wide. The Government could direct a service from anywhere to anywhere.

Mr. COURT: Within the provisions of the legislation.

Mr. Jamieson: It provides, from anywhere to anywhere.

Mr. COURT: That is right. I imagine that the honourable member would advocate this, and that if it had not been included he would want it put in. That is why I am stressing it.

Mr. Jamieson: I am not growling about it.

Mr. COURT: I am emphasising it so that the honourable member will realise it is included. I hope he is getting the message.

Special provision is made in the legislation for the financial results of such directed services to be shown separately. This is very fair to the members of the commission; because if, in their wisdom, they consider it desirable not to operate a service, but are directed to do so, then the results of the directed service should be shown separately.

Mr. Hawke: Do the ships of the commission later become part of the Harold Holt Commonwealth line?

Mr. Brand: If ever that line is established.

Mr. COURT: I have heard members opposite say that we should hand the State service to the national line instead of operating a service as a separate one within Western Australia. I think the honourable member, as a former Treasurer, might have said privately, if not publicly, that it would be a grand thing. But we will not argue that at the moment; we are to have a Western Australian coastal commission.

The commission is charged with the responsibility of pursuing a policy directed towards securing revenue sufficient to meet its expenditure and ultimately to permit the payment to the State of a reasonable return from the capital. This, of course, is something which will not be achieved in a hurry, but it is a stated objective within the Bill. Likewise, the commission is charged with operating the service as efficiently as possible, and making its shipping services available at the lowest possible charges, having regard for the earlier-mentioned requirements in respect of recovering expenditure where practicable.

The rates of charges for the carriage of persons and goods are subject to the approval of the Minister, and he must have regard for the provision of clause 19 in respect of the responsibility of the commission to operate efficiently and at the lowest possible rates, with the objective of recovering expenditure from income.

The commission will be responsible for the hiring and firing of employees other than those who fall within the equivalent for the time being of the Public Service classification grade 1 class 8 (administrative). Measured in terms of current salary these are the people who will receive remuneration within the £3,921 range and above. This is not inconsistent with practices followed by other similar bodies. For instance, a similar arrangement exists within the Railways Department where certain appointments which come within the higher bracket of salaries have to be referred to the Minister for his concurrence.

The general manager, of course, is in a special category, and the appointment will be made by the Governor on the recommendation of the commission. All existing employees of the State Shipping Service will automatically be retained by the commission on the present terms and conditions in force in respect of the State Shipping Service, and officers and employees will retain their existing and accruing rights and any particular rights under the Superannuation and Family Benefits Act, 1938, that they might currently have.

Also, in determining these rights, the service of an officer or employee of the State Shipping Service shall be taken into account as if it were service with the commission. The commission, of course, will be subject to the normal industrial arbitration awards. The general manager will be the chief executive officer, and in this regard the relationship of the commission to the service is different from the situation, for instance, that existed when the three-man commission operated within the W.A. Government Railways. In that case the commissioners were virtually a form of joint management; whereas, in this case, it is intended that the commission will fulfil its proper role as a commission, and the general manager will continue as the chief executive officer of the commission and be responsible for the day-to-day management of the service.

In other words, he will virtually be in the same position as the general manager of any other transport organisation is to a board of directors, with a proviso that the commission is, in the final analysis, subject to the Minister under the terms of clause 5 (2) (e).

Mr. Jamieson: It's to be hoped that the State has better success with this commission than it did with the Railways Commission.

Mr. COURT: This will be all right. I do not think a commission composed of three managers as was tried in the railways can be compared with this one. The Railways Commission was doomed to failure. The general manager in this case is in an entirely different position.

The financial provisions of the Bill—in division 4 part II—establish procedures similar to those now in force in respect of the State Shipping Service, with the addition that the commission, will have borrowing powers not now available to the shipping service. Funds are made available to the commission by means of the establishment of a bank account at the Treasury, or at a bank approved by the Treasurer. Authority is given for the Treasurer, or for any bank approved by the Treasurer, to advance moneys to the commission to meet the excess of expenditure over revenues, such advances being made against moneys appropriated by Parliament for the purpose. The repayment of moneys so borrowed is guaranteed by the Treasurer.

The Bill gives the commission power to borrow money, subject to the approval of the Governor, on terms and conditions to be approved by the Treasurer, who may guarantee repayment of the loan and the interest thereon, with provision to be made by the commission for the creation of a sinking fund for the redemption of the moneys so borrowed. These, of course, are the normal financial provisions that

are made so as to give the Treasury complete authority in respect of the form in which borrowing shall be undertaken.

The Bill also provides for the commission to meet interest and sinking fund contributions on moneys made available to it from the General Loan Fund in a manner similar to the existing system in respect of other Government instrumentalities and authorities, including the State Shipping Service.

Clause 29 enables the commission temporarily to invest moneys standing to its credit, and not immediately needed, in approved securities, as directed by the Treasurer. This could apply to moneys borrowed for a specific purpose, payment for which was not immediately required.

Provision is made in clause 30 that, in the event of operations resulting in a profit in any financial year after providing a sufficient amount for depreciation and obsolescence under clause 31, and subject to the requirements of the Treasurer in respect of such amount of profit, the commission may use it for any purpose within its powers; for example, for the creation of a reserve for tonnage replacements, etc. Members will notice that there is a provision for depreciation in the Bill. The commissioners will strike the rate of depreciation, but if the Auditor-General considers it is not adequate it must be increased to the figure nominated by him.

The Bill requires the commission to keep proper accounts and records and to submit a report each year to the Minister on its operations for the year, accompanied by financial statements in respect of that year after they have been audited and reported upon by the Auditor-General, with specific reference to the matters enumerated in clause 34 (3). The Bill then provides that these reports and financial statements shall be laid before each House of Parliament within 15 sitting days of that House, after their receipt by the Minister.

Part III of the Bill terminates the existence of the State Shipping Service and provides for the transfer to the commission of all of its existing assets and liabilities, and its rights and obligations. Part IV provides for the recovery by the commission of unpaid fares or charges, and for the making of by-laws and regulations under the Bill. It is felt that the provisions of the Bill cover adequately the foreseeable requirements to enable the commission to function smoothly.

It is accepted that the commissioners will be engaged fairly heavily on their work for the first three years whilst a lot of planning and reorganisation is being negotiated and undertaken. After that there might not be the same call on their time for concentrated day-to-day work.

Included in the objectives of the service, as suggested by Captain Williams, is the establishment of a State Shipping Service

terminal at Fremantle. This will be an obvious advantage to the service. In this regard negotiations have already commenced with the Fremantle Port Authority and will be contingent, to a large extent, on upriver development over the next few years.

As is known, Fremantle is the home port of the State Shipping Service, which has no official terminal of its own, and this constitutes a distinct disadvantage in the operations of this service, because at the home port there is certain basic equipment, and there are other facilities which should, for preference, be housed and taken care of at a terminal point. Unfortunately, this has not been practicable in the past. This is one of the objectives of the commission, as suggested by Captain Williams, and the present management is pursuing this policy in consultation with the Fremantle Port Authority. Together with a number of other things, this is aimed at enabling the service, over the next five to seven years, to transform completely its economics and the type and volume of cargoes that it is able to carry to the north.

At this point I want to refer briefly to some criticism in recent times that the State Shipping Service has not participated in more of the traffic offering for the iron ore projects. The present attitude of the service is considered to be the right one, and the Government concurs in it. We already have one ship under charter, additional to the normal fleet. All the vessels of the fleet are fully taxed.

There are no additional suitable ships available for charter in Australia. There are some ships available, but they are not suitable for the trade, and they are very uneconomical to operate. In any case, experience with charters has been costly, and would certainly bring a strong reaction from the Grants Commission in view of the fact that, under present conditions, the charters could not be expected to operate at a profit, or break even.

There is, however, a more cogent reason, that the State Shipping Service has not competed and should not compete with extra shipping for the present abnormal trade offering; namely, the fact that when these construction periods decline, even if it takes several years, there could be serious flat spots in the availability of cargo. It is the opinion of the present management, and of the Government, that the best way to deal with this is to let other ships handle this abnormal freight, leaving the State Shipping Service fully committed and concentrating on the normal requirements of the area, which, I am pleased to report, are fast expanding.

If those who are complaining stopped to think for one minute, they would appreciate that, under the responsible approach being shown by the present

management, the highs and lows of local employment are being ironed out with greater security to local seamen and all those associated with shipping facilities.

Before I conclude, I wish briefly to refer to the work that has been done by the State Shipping Service over a period of 52 years. It commenced from very modest beginnings and it has served an area area which has been difficult to serve with transportation. Most of us know the hazards of the northern coast and the problems of tides. In many of the ports of the north ships could not come and go regularly without full regard for the tides. Of course, it will be easier in the future to have ships of a suitable size berthed and loaded, because, with the exception of Derby, ships will be able to come and go freely without being subject to the same hazards and the restricting factor of the tides, as has been the case in the past, when ships have had to sit on the bottom in places such as Broome waiting for the tide to come in.

In Port Hedland, of course, there was always the danger of being caught by the tides in the port and of the ship not being able to get out for several days, especially in the case of a small ship that was fully loaded. We have had other ships, of a size similar to the State ships held in Port Hedland for five days because of the tides. This pattern will all change, of course, as a result of the port development that is taking place, and in view of the fact that all of the iron ore ports are being designed to accommodate ships of a huge capacity, which will thus make it easier for the State Shipping vessels to come and go more freely. We are going through changing conditions and changing times and we have to face up to them, and this is one of the principal objectives of the Bill.

Might I pay a tribute to the men and masters of the vessels who have been in the service over the years. Some epic stories have been recounted of the happenings along our Western Australian coast, which is so subject to cyclones and abnormal weather; and the knowledge of some of the men and masters who have served in these vessels is unique when sailing along a coast which is notoriously dangerous with reefs, especially for those not fully acquainted with the conditions or having a wide experience of them.

At the same time I would be completely remiss if I did not make some reference to the work of the management. Until a few days ago the State Shipping Service was under the general management of Mr. Owen, who not only rendered wonderful service to the shipping service itself, but who also has stood out as one of the leading shipping men in Australia and one highly respected among the members in his profession. Of course the time comes when one reaches the age of

65 years and one has to retire from one's position; but I can say that Mr. Owen has performed a sterling job for the State Shipping Service and the State generally; and, what is more, it is freely acknowledged throughout Australia that he has performed excellent work for shipping. His successor, Mr. Kopp, I would point out, will approach the position with a wide experience and knowledge of shipping. He will, of course, continue automatically under this form of legislation, as the general manager and chief executive officer of the commission.

In concluding the introduction of this measure I suggest to the Leader of the Opposition, or whoever takes the adjournment of the debate, that if he does not want to proceed on Tuesday next, then the Premier will make sure that the item is brought up at a later date. Have I your permission, Mr. Speaker, to table the report?

The report was tabled.

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

WESTERN AUSTRALIAN COASTAL SHIPPING COMMISSION BILL

Message: Appropriations

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

BUILDERS' REGISTRATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 14th September, on the following motion by Mr. Ross Hutchinson (Minister for Works):—

That the Bill be now read a second time.

MR. GRAHAM (Balcatta) [5.16 p.m.]: This Bill, as the Minister explained, is introduced merely for the purpose of removing the fixed amount which is set out in the Act to be paid to members of the Builders' Registration Board, including the chairman, and replacing it with verbiage of general terms, so that variations can be made from time to time in accordance with the circumstances.

The Opposition has no objection to the Bill. It is realised in these days of rapidly changing monetary values that the method in this Act is a clumsy way to go about making alterations, by having to present them to both Houses of Parliament, in order to make minor adjustments which are considered on all sides to be necessary.

I want to make this observation: The Builders' Registration Act had its genesis in the desire of a private member to provide protection for those participating in a certain activity. As members are aware I have had experience with a Bill which was simpler than the one before us,

but which was along the same lines and was accepted by this Parliament. The moral from it is that Governments, irrespective of party, tend to be somewhat conservative in their approach to Bills which emanate from private members. For some reason they appear to insist upon restrictions which should not normally apply, and which in the great majority of cases in respect of their own legislation are not provided for. I say that, because in so many of our Statutes under which boards, trusts, and commissions have been set up, provision is made that the incumbents of office shall be paid the allowance as prescribed, or as determined by the Minister or Government.

There are still a few Acts—and this is one of them—which should be put right, because they still prescribe exact amounts to be paid. Perhaps there is a moral in this: that Ministers could be a little more generous in their outlook to private members who suffer many handicaps in sponsoring legislation. I say no more than that.

The proposal in the Bill is a common-sense approach. It should be left to the Minister of the day to decide what allowances should be paid, in accordance with the circumstances. As the amount will have to be prescribed, members will still have the opportunity, if they so desire, to protest if the Government happens to go to excesses.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [5.20 p.m.]: I thank the member for Balcatta for his support of this Bill. I have noted the observations which he has made regarding private members' Bills, and I shall bear them in mind.

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.

TUBERCULOSIS (COMMONWEALTH AND STATE ARRANGEMENT) BILL

Second Reading

Debate resumed, from the 14th September, on the following motion by Mr. Ross Hutchinson (Minister for Works):—

That the Bill be now read a second time.

MR. NORTON (Gascoyne) [5.24 p.m.]: This is the second time that a Bill similar to the one before it, has come before this Parliament. It is really a validating or a continuance Bill affecting the Commonwealth Act which controls tuberculosis. The Commonwealth Health Act was passed

in 1948, to enable co-ordination of all State and Commonwealth authorities to eventuate in the control of tuberculosis.

This legislation gave the States of the Commonwealth the power and the financial assistance to build hospitals and to set up organisations generally for the treatment, diagnosis, and control of tuberculosis. It was enacted to cover a period of 10 years after which it had to be validated each five years, so that the States could claim from the Commonwealth all the expenditure they had outlaid in the control of this disease.

We now have a Bill before us to continue that legislation for the next five years, and under it the State can collect from the Commonwealth all the moneys it expends on the control of tuberculosis in Western Australia.

As the Minister said, it is interesting to see the very steep decline in the number of deaths per hundred thousand of the population since the Act came into force. I will go a little further than the Minister did in his second reading speech—back to 1948, when the Commonwealth Act was first passed.

In 1948 there were 30.5 deaths per hundred thousand of the population. In 1955 this figure dropped considerably to 22 deaths per hundred thousand of the population. The next three years showed a bigger decline over the previous year when the drop was from 22 to five deaths per hundred thousand of the population; and from 1958 to 1964 the figure dropped to 2.5 deaths per hundred thousand of the population. That is a wonderful decline in the death rate.

However, one cannot say that the incidence of the disease has declined in the same proportion, which I think is a great pity. The decline since 1948 has been from 63.1 persons per hundred thousand of the population to 22.3 persons per hundred thousand of population in 1965. I think this is probably due to the fact that we are not able to contact a greater number of people who are living in the outback areas. From time to time quite a number of these people come in for treatment for some other complaint only to find they have tuberculosis. This has not been diagnosed before, because they have lived outside the range of the X-ray units.

The main difference, as far as I can see, between the Bill passed in 1958 and the one before us at present is two clauses of the schedule. These clauses actually give the State far more power in respect of compulsory X-rays and the extension of survey services throughout the State, and this measure will prove an advantage over the previous Bill which came before us. I feel these compulsory X-ray surveys could be extended considerably to the outback. With this in view, I contacted Dr. Edwards on the phone and suggested to him that

he obtain a schedule of the various race meetings in the different station areas so that an X-ray unit could follow these through in sequence and be present at those meetings, and also visit towns in between.

Mr. Ross Hutchinson: Did you say you made this suggestion?

Mr. NORTON: Yes; and what is more, Dr. Edwards is in agreement with it. To outline how my own electorate could be covered, I point out that in the middle of August we have a race meeting at Landor where people gather for four to five days and live under canvas. It would be quite possible for the X-ray unit to work in the morning from, say, eight to 10, before the races start and operate again until, say, eight in the evening.

Mr. Ross Hutchinson: You do not think they should go to the racecourse?

Mr. NORTON: Yes, because everybody lives on the racecourse for that period.

Mr. Ross Hutchinson: That is right.

Mr. NORTON: Following the Landor meeting there is one at Gascoyne Junction, and again the people live on the racecourse for two or three days. The unit could leave Landor on, say, the Tuesday and be at Gascoyne by the Friday. It could then go to Shark Bay, and later back to Carnarvon, which holds its meeting 10 days after the Gascoyne Junction races. In this way we could pick up a large number of coloured people who would never get near an X-ray machine. We would also pick up a lot of permanent station contractors, station hands, station owners and managers, and so on, who may have overlooked the compulsory X-ray service when they have been in Perth.

In this way we would gather up quite a large number of people. From what Dr. Edwards told me he thought the suggestion quite a feasible one and well worth a trial. This service would probably have to alternate over different years because of the sequence of the various race meetings. The meeting at Murchison follows the Gascoyne racing round. The racing rounds actually start at Wyndham, work down the coast, and finish up in, and around Mt. Magnet. These go through until November.

To cover all these race meetings it would be necessary to work over perhaps two or three years, but it would draw in those people I have mentioned. I hope this service will be rendered in the future as it could be done very economically. I have much pleasure in supporting the continuation Bill.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) (5.31 p.m.): I would like to thank the honourable member for his support of this Bill, which, as he says, paraphrases the Bill introduced in 1949 and carries on an arrangement between

the Commonwealth and the States, which works towards the benefit of the people of this State and Australia.

Even at this point of time, I think it is not inappropriate to compliment the Commonwealth Government on the conception of this comprehensive plan to eradicate from Australia, as far as possible, this disease of tuberculosis. One does not have to look very far back in the history of our people to know what inroads the disease of tuberculosis made into the health of the people of the country. The Commonwealth Government, in inaugurating this plan and submitting to the States the idea of a uniform type of legislation to give effect to the plan—the Commonwealth's very generous financial assistance—has had a marked effect upon reducing the incidence of the disease, particularly in Western Australia.

I think it is not inappropriate also, at this time, to compliment the Western Australian Government of the day for immediately adopting the legislation proposed by the Commonwealth Government and implementing, almost immediately thereafter, the mass X-ray compulsory scheme. Although some fears were expressed by members of this Chamber, the scheme was accepted very well indeed; and the Opposition was generous in its approach to the original measure.

From that time in 1949, the mass X-ray scheme has gone forward, as I have said, with great benefit to the people of this State. Western Australia has undoubtedly led the rest of the Commonwealth in the treatment of the disease of tuberculosis. This is recognised very widely all over Australia; and when a tuberculosis department was set up in the Northern Territory, this was done by men from Western Australia who had had experience in the tuberculosis section here. Western Australia was invited by the Commonwealth to send its experienced officers to the Northern Territory to see the department got off to a start with its campaign in a way similar to that in which Western Australia first inaugurated its campaign against this dread disease.

As the member for Gascoyne pointed out, and as I pointed out in my introductory speech, the benefit is evident in the decline of the disease in this State. However, we must not become complacent with these results because it is an infectious disease and can break out again if the greatest care is not taken and surveys conducted from time to time.

The idea propounded by the member for Gascoyne to Dr. Edwards, head of the tuberculosis section in the Public Health Department, was a good one and it is interesting to note that it has been taken up by Dr. Edwards as being worthy of implementation.

I commend the Bill to the House.

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.

House adjourned at 5.40 p.m.

Legislative Council

Tuesday, the 21st September, 1965

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