

on the matter, and then I will know where I stand and the people at Tuart Hill will know where they stand. In the meantime I will express my thanks in advance.

Question put and passed; the Address-in-Reply thus adopted.

BILLS (15): INTRODUCTION AND FIRST READING

1. Petroleum Products Subsidy Bill.

Bill introduced, on motion by Mr. Bovell (Minister for Lands), and read first time.

2. Land Act Amendment Bill.

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

3. Marketing of Onions Act Amendment Bill.

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

4. Bush Fires Act Amendment Bill.

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

5. Western Australian Marine Act Amendment Bill.

Bill introduced, on motion by Mr. Ross Hutchinson (Minister for Works), and read a first time.

6. Registration of Births, Deaths, and Marriages Act Amendment Bill.

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

7. Education Act Amendment Bill.

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

8. State Government Insurance Office Act Amendment Bill.

Bill introduced, on motion by Mr. O'Neil (Minister for Labour), and read a first time.

9. Bunbury Harbour Board Act Amendment Bill.

10. Albany Harbour Board Act Amendment Bill.

Bills introduced, on motions by Mr. Ross Hutchinson (Minister for Works), and read a first time.

11. Marketing of Eggs Act Amendment Bill.

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

12. Western Australian Marine Act Amendment Bill (No. 2).

Bill introduced, on motion by Mr. Tonkin (Deputy Leader of the Opposition), and read a first time.

13. Electoral Act Amendment Bill.

Bill introduced, on motion by Mr. Bickerton, and read a first time.

14. Local Government Act Amendment Bill.

Bill introduced, on motion by Mr. Graham, and read a first time.

15. Spear-guns Control Act Amendment Bill.

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

House adjourned at 10.2 p.m.

Legislative Council

Wednesday, the 18th August, 1965

CONTENTS

	Page
ADJOURNMENT OF THE HOUSE :	
SPECIAL	370
ASSENT TO BILLS	362
BILLS—	
Coal Mines Regulation Act Amendment Bill—	
2r.	368
Com. ; Report	368
Constitution Acts Amendment Bill—	
Assent	362
Debtors Act Amendment Bill—	
2r.	369
Com. ; Report	370
Dog Act Amendment Bill—2r.	365
Health Act Amendment Bill—2r.	366
Metropolitan Region Town Planning Scheme Act Amendment Bill—2r.	366
Mines Regulation Act Amendment Bill—	
2r.	368
Com. ; Report	369
Mining Act Amendment Bill—3r.	365
Parliamentary Allowances Act Amendment Bill—Assent	362
Supply Bill, £28,000,000—Assent	362
Tuberculosis (Commonwealth and State Arrangement) Bill—2r.	367
QUESTIONS ON NOTICE—	
Air Transport—	
Ansett-M.M.A.—	
Bypassing of Norseman by Plane	365
Government Subsidy	365
Carriage of Mail : Financial Arrangements	365
Conditional Purchase Land : Fencing	362

CONTENTS—continued

QUESTIONS ON NOTICE—continued

Page

North-West Development: Tours by Members of Parliament and Parliamentary Staff	363
Pasture on Pastoral Leases—	
Effect of Overstocking and Prevalence of Kangaroos	364
Control of Kangaroos	364
Pensioners in Country Hospitals—	
Commonwealth Financial Assistance	362
Subsidy Policy	362
Roads—	
Eastern Wheatbelt and Goldfields Areas—Soft Edges: Erection of Warning Signs	363
Great Eastern Highway to No. 8 Pumping Station—Bituminisation of Road	363
Highways: Numbering	363
North-West—Commonwealth Funds: Expenditure by Main Roads Department	364
Traffic Density—Nedlands Roads: Checks	362
Transport of Farm Products—Subsidy to Dandaragan, Badgingarra, and Eneabba Farmers	363
Water Reserve at Scaddan: Location 862—	
Area	364
Dam: Capacity, and Contemplated Work	364

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

BILLS (3): ASSENT

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

1. Supply Bill, £28,000,000.
2. Constitution Acts Amendment Bill.
3. Parliamentary Allowances Act Amendment Bill.

QUESTIONS (12): ON NOTICE

TRAFFIC DENSITY

Nedlands Roads: Checks

1. The Hon. N. E. BAXTER (for The Hon. A. R. Jones) asked the Minister for Local Government:
 - (1) Has there been a traffic check for density of vehicles travelling along Princess Road, Nedlands, at the intersections of Bruce Street, Vincent Street and Bay Road—if so, what are the figures?
 - (2) Has there been a traffic check for density of vehicles travelling along Bruce Street, Vincent Street and Bay Road at the intersection of Princess Road—if so, what are the figures?

The Hon. L. A. LOGAN replied:

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

PENSIONERS IN COUNTRY HOSPITALS

Subsidy Policy

2. The Hon. R. H. C. STUBBS asked the Minister for Health:

(1) What is the policy in country hospitals under the control of, or receiving a subsidy or any other financial assistance from, the State Government, in regard to age or invalid pensioners, particularly those who are unable to look after themselves?

Commonwealth Financial Assistance

- (2) What financial assistance do the hospitals receive from the Commonwealth Government in respect of pensioners whilst in hospital?

The Hon. G. C. MacKINNON replied:

- (1) Pensioners with medical entitlement cards receive free treatment where, in the opinion of the medical officer, their condition warrants hospital treatment.
- (2) 36s. per day.

CONDITIONAL PURCHASE LAND

Fencing

3. The Hon. N. E. BAXTER asked the Minister for Mines:

Will the Minister advise the House what the Minister for Lands would determine as the minimum type of fence which should be erected on conditional purchase leases, sufficient to resist the trespass of—

- (a) great stock;
- (b) great and small stock, including sheep but not including pigs or goats;

using the interpretation "Fence" in the Land Act as the basis for determination?

The Hon. A. F. GRIFFITH replied:

A fence of not less than three plain wires with posts not more than 20 feet apart provided that two droppers be used within the post spacing.

However, consideration is now being given to improving fencing requirements providing for—

not less than four plain wires with posts not more than 15 feet apart without droppers, or 22 feet apart with two droppers.

HIGHWAYS*Numbering*

4. The Hon. G. E. D. BRAND asked the Minister for Mines:

Will the Government give early consideration to the numbering system of highways, as is done in other States of the Commonwealth?

The Hon. A. F. GRIFFITH replied:

Yes. The Main Roads Department is preparing a plan for route numbering of State highways. The necessary route indicators have been ordered and will be erected as soon as they are to hand.

NORTH-WEST DEVELOPMENT*Tours by Members of Parliament and Parliamentary Staff*

5. The Hon. N. E. BAXTER (for the Hon. A. R. Jones) asked the Minister for Mines:

As the development of the north-west of Western Australia is of such importance to the overall economy of the State and Commonwealth, will the Minister approach the Premier with the view to having arrangements made for members of Parliament, and certain parliamentary staff members, to visit areas of interest in regard to new industry and the devastated areas where soil erosion is considered a problem, so that members will have a greater appreciation of these problems and thus be able to give future legislation concerning the areas the benefit of their better understanding?

The Hon. A. F. GRIFFITH replied:

The question of air fares and special visits to the north by members of Parliament will receive attention in the near future.

TRANSPORT OF FARM PRODUCTS*Subsidy to Dandaragan, Badgingarra, and Eneabba Farmers*

6. The Hon. J. HEITMAN asked the Minister for Local Government:

- (1) What Government subsidy is available to farmers from Dandaragan, Badgingarra, and Eneabba, to cart their produce to and from the railheads at Moora and Three Springs?
- (2) How many farmers have taken advantage of this subsidy?

The Hon. L. A. LOGAN replied:

- (1) (a) No subsidy is paid to farmers in the Dandaragan area.

- (b) Farmers in the Badgingarra area have been granted a subsidy on the transport of grain to, and fertiliser from, Moora. Only two claims were submitted during the last financial year, the total amount of subsidy being £23.

- (c) Pending improvements to the direct road from Eneabba to Geraldton, via Dongara, farmers in the Eneabba area have been granted a subsidy for transport of their grain and fertiliser to or from Three Springs. Twelve claims have been received in respect of the 1963-64 season, involving £576 subsidy, and thirteen claims for the 1964-65 season, involving £362 subsidy.

(2) Answered by (1).

ROADS IN EASTERN WHEATBELT AND GOLDFIELDS AREAS*Soft Edges: Erection of Warning Signs*

7. The Hon. G. E. D. BRAND asked the Minister for Mines:

In view of the very soft edges of main roads in the eastern wheat-belt and goldfields areas which are considered to be a serious hazard to travellers, both local and interstate, will the Government give urgent consideration to the erection of warning signs at appropriate places to alleviate the dangerous situation which exists?

The Hon. A. F. GRIFFITH replied:

The Main Roads Department is aware that in periods of heavy rain road shoulders in some sections become soft. However, regular maintenance and improvement work is carried out by the department where necessary. It is impracticable to erect warning signs as the condition of road shoulders varies so markedly with different soils and varying rainfall. In general, with normal rains this problem only exists for relatively short periods of the year.

GREAT EASTERN HIGHWAY TO No. 8 PUMPING STATION*Bituminisation of Road*

8. The Hon. R. H. C. STUBBS asked the Minister for Mines:

- (1) Is the Minister aware that the road from the Great Eastern Highway to No. 8 Pumping Station, a distance of two miles, is very boggy in winter and gets badly corrugated in summer?

- (2) In view of the heavy haulage and other motor traffic on this road, will he give favourable consideration to bituminising the surface of this road in the near future?

The Hon. A. F. GRIFFITH replied:

- (1) It is agreed that this formed gravel road does get corrugated in summer and somewhat slippery in heavy rain, but no reports have been received of boggy conditions during the winter.

The road is regularly maintained by the Coolgardie Shire Council and, at the moment, is reported to be in good condition.

- (2) It is not considered that an expenditure of some £6,000 is warranted in sealing this road at present.

PASTURE ON PASTORAL LEASES

Effect of Overstocking and Prevalence of Kangaroos

9. The Hon. G. E. D. BRAND asked the Minister for Mines:

- (1) Does the Minister for Agriculture consider that overstocking of pastoral properties results in serious devastation of pastures?
- (2) Does he consider that very serious devastation of pastures is caused by the prevalence of kangaroos?
- (3) Which of the two causes referred to above does he consider to be the most serious threat to pastoral areas?

Control of Kangaroos

- (4) Has any action ever been contemplated by the Government regarding the control of kangaroos in pastoral areas?
- (5) If the reply to (4) is "No", will serious consideration be given to this very severe hazard?
- (6) If the reply to (4) is "Yes", what action is being taken?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) In some areas—yes.
- (3) The relative severity varies between districts.
- (4) Yes.
- (5) Answered by (4).
- (6) (a) The wallaby problem in West Kimberley was investigated in the 1950's and suitable control measures demonstrated.

- (b) The kangaroo problem in the Pilbara areas was investigated and effective control measures worked out. Control work is still continuing in the area.

- (c) Work on the control of kangaroos in the Wiluna area has been going on for a number of years and successful station drives carried out. A biologist has been recently appointed to Wiluna to carry out further research into the problem.

WATER RESERVE AT SCADDAN: LOCATION 862

Area

10. The Hon. R. H. C. STUBBS asked the Minister for Mines:

With reference to Location 862 Water Reserve at Scaddan—

- (a) What is the area of this reserve?

Dam: Capacity, and Contemplated Work

- (b) What is the size and capacity of the dam thereon?
- (c) Is any work scheduled to be carried out on the dam on this reserve?
- (d) If so, when can it be expected the work will be completed?

The Hon. A. F. GRIFFITH replied:

- (a) 1,189 acres.
- (b) Surface area 100 feet x 100 feet x 12 feet deep. 350,000 gallons (approx.).
- (c) No.
- (d) Answered by (c).

ROADS IN THE NORTH-WEST

Commonwealth Funds: Expenditure by Main Roads Department

11. The Hon. G. E. D. BRAND asked the Minister for Mines:

For each of the six years from the 1st July, 1959, to the 30th June, 1965, what expenditure has been incurred by the Main Roads Department in areas north of the 26° parallel under the following headings:—

- (a) Commonwealth Aid Road Funds; and
- (b) Special Commonwealth Funds—
- (i) State flood damage;
 - (ii) beef cattle roads; and
 - (iii) access and strategic roads?

The Hon. A. F. GRIFFITH replied:

Year	Common-wealth Aid Road Funds	Common-wealth State Flood Damage Restoration Grant	Special Commonwealth Funds		Access and Strategic Roads	Total
			Beef Cattle Roads			
	£	£	£		£	£
1959-60	1,438,305	.....	.....		32,637	1,470,942
1960-61	1,393,024	.....	.....		21,623	1,414,647
1961-62	1,491,585	320,000	500,000		5,250	2,316,815
1962-63	2,118,424	.....	699,663		33,130	2,851,217
1963-64	1,600,177	.....	750,229		25,401	2,375,807
1964-65	1,842,082	.....	750,000		6,866	2,598,928
	9,883,557	320,000	2,699,892		124,907	13,028,356

AIR TRANSPORT

Ansett-M.M.A.: Bypassing of Norseman by Plane

12. The Hon. R. H. C. STUBBS asked the Minister for Mines:

- (1) Is the Minister aware that the Ansett-M.M.A. plane carrying passengers, papers and mail, did not land at Norseman as scheduled on Tuesday, the 10th August, 1965?
- (2) Will the Minister ascertain the reason for the plane not landing?

Carriage of Mail: Financial Arrangements

- (3) What financial arrangement exists with Governments for the carriage of mail?

Ansett-M.M.A.: Government Subsidy

- (4) What subsidy is paid annually by Governments to the company?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) The scheduled aircraft became unserviceable before departure time and another aircraft had to be substituted, resulting in a delay of one hour in departure time. This would have resulted in arrival after dark at Esperance where night landing facilities are not available. The unavoidable alternative was to eliminate the call at Norseman. Twelve passengers were destined for Esperance and only one for Norseman. The Norseman passenger and cargo were carried by road from Esperance to Norseman.
- (3) The Postmaster-General pays the company for carriage of mails on the basis of weight of mails carried.
- (4) No information is available as regards subsidy, if any, paid to the company by the Commonwealth Government. The State Government subsidises residents of remote areas to reduce their costs of certain perishable foodstuffs

and for students' travel once each year to and from school. The company derives no benefit from this beyond its normal charges for freight and passenger fares. During the year 1964-65, subsidy totalling £45,994 was paid in respect of perishable foodstuffs and £15,513 in respect of students' air fares.

MINING ACT AMENDMENT BILL

Third Reading

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

DOG ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Upper West—Minister for Local Government) [4.50 p.m.]: I move—

That the Bill be now read a second time.

This is a very short Bill containing only four clauses. It amends the existing legislation by including in clause 2 a new definition which provides that the term "cattle" includes domesticated goats.

The reason for this is that under the Dog Act a person is forbidden to allow his dog to attack certain domestic animals, but at present this does not extend to goats. Possibly when the Dog Act was first passed there were no goats of very high value, but in these days there are some very valuable milking goats and the owners of these animals are entitled to protection against the depredations of dogs.

Under section 22, for instance, a person is empowered to destroy a dog found in an enclosed paddock in which sheep, cattle, or poultry are confined. As the law stands at present, the word "cattle" is not considered to be definitely wide enough to cover domesticated goats. There are similar provisions in sections 22A, 23, and 25. By incorporating the new definition, therefore, it will mean that wherever reference is made to cattle this includes domesticated goats.

The second amendment is to section 22A. Under that section as it stands at present, a person is entitled to lay poison in his paddocks for the protection of the stock against dogs. The section, however, prohibits poison being laid by an aboriginal or half-caste, except when the consent of the nearest protector of natives has given that person his authority to lay the poison. This is a relic of an earlier age when natives could not be trusted with simple tasks and, for their own protection, as well as for the community, they were restricted. The Department of Native Welfare is concerned at any restriction on natives, and this will remove one of the two remaining discriminatory provisions in the Dog Act.

The fourth amendment is the repeal of section 29 of the Act. That section, which applies only outside the South-West Land Division, entitles a native to register one male dog, free of charge, and to be given a collar and disc, also free of charge. To that extent, therefore, it is a concession to natives; but the section then goes further and allows the dogs of natives to be destroyed without the procedure laid down in respect of dogs owned by white persons being followed out. This again is a discriminatory provision.

It is considered that apart, perhaps, from the nomadic natives, who would not be molested in any case, there is now no justification whatever for the granting of free registration, and this can only tend to mislead natives and encourage the breeding of numbers of dogs. It is agreed that at present a native may register one dog free of charge and as many others as he is willing to pay for. That position will continue under the amended legislation, except that he will have to pay for the lot.

This discrimination is one of the points charged against the administration of our State as indicating a desire to treat natives on a different basis from that of other persons, and therefore it should be removed.

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

METROPOLITAN REGION TOWN PLANNING SCHEME ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Upper West)—Minister for Town Planning [4.54 p.m.]: I move—

That the Bill be now read a second time.

This Bill proposes amendments to two sections of the Metropolitan Region Town Planning Scheme Act with the object of extending the time in which metropolitan local authorities must prepare town planning schemes, and correcting an omission in the Act.

The Metropolitan Region is defined in the Town Planning and Development Act as being the area within the districts of the local authorities specified in the third schedule to that Act. The third schedule includes the City of Perth.

For the purpose of defining groups of local authorities to form district planning committees, the schedule to the Metropolitan Region Town Planning Scheme Act sets out those local authorities comprising groups A, B, C, and D. The City of Perth, which is separately referred to in section 23 of the Metropolitan Region Town Planning Scheme Act is not mentioned in the schedule.

Sections 34 and 35, which deal with the making of town planning schemes by metropolitan local authorities, refer only

to the schedule to the Metropolitan Region Town Planning Scheme Act and omit, therefore, any reference to the City of Perth.

The city has a most important part in the development of the region. One of the basic principles of the Metropolitan Region Scheme is the continued functioning of the city as the commercial heart of the region; and it is important, therefore, that the relationship of local and regional planning be maintained by all local authorities within the region. It is proposed to amend section 34 by adding the City of Perth to the councils as specified in the schedule to the Act.

The amendment to section 35, although somewhat lengthy, has the object of extending the time in which metropolitan local authorities shall prepare town planning schemes consistent with the provisions of the Metropolitan Region Scheme. As the section stands, local authorities are required to submit schemes for approval within a period of one year of the Metropolitan Region Scheme coming into operation. This time has now expired and some councils, although well advanced with their preparations, have yet to submit schemes.

A major factor in the preparation or amendment of a large number of schemes—in this case 27—is the availability of suitably trained staff. A recent assessment indicates that the period should be extended to three years with provision for the Minister, upon application being made, to extend this. Councils would then have until the end of October, 1966, to submit their town planning schemes for approval.

Debate adjourned, on motion by The Hon. F. J. S. Wise (Leader of the Opposition).

HEALTH ACT AMENDMENT BILL

Second Reading

THE HON. G. C. MacKINNON (Lower West)—Minister for Health [4.58 p.m.]: I move—

That the Bill be now read a second time.

The sewers in the City of Perth area are owned by the Metropolitan Water Supply Sewerage and Drainage Board. The Perth City Council has authority to order owners to connect their premises to these sewers; but, if the order is ignored, the only resort is prosecution for failure to observe the order.

This approach achieves nothing, and is not desirable where the owner is a pensioner or otherwise impecunious. Where a local authority owns a public sewer, it may act to connect the premises when the order is not obeyed, and the cost remains a charge on the land until paid.

This will standardise procedures in cases where the public sewer is owned by either the Metropolitan Water Supply, Sewerage, and Drainage Board or the local authority.

There is a sprinkling of houses throughout the city council area still served by a pan service. The owners of these houses have all ignored notices to connect with the sewer, and these houses are all owned by persons in relatively poor circumstances.

After consulting the Metropolitan Water Supply Board and obtaining its agreement, the council now seeks extension of its powers to have the work done, thus eliminating the pan service. To achieve this an amendment to section 81 of the Health Act is required, and is contained in this amending Bill.

Debate adjourned, on motion by The Hon. W. F. Willesee.

TUBERCULOSIS (COMMONWEALTH AND STATE ARRANGEMENT) BILL

Second Reading

THE HON. G. C. MacKINNON (Lower West—Minister for Health) [5 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill is to provide for the continuance of the campaign started in 1948, and validated by a Bill in 1949, to ensure that necessary provision is made to set up in Australia, and in this State, adequate facilities for the diagnosis, treatment, and control of tuberculosis, and for the reimbursement by the Commonwealth to the State of expenditure for the provisions of these particular facilities.

The State Tuberculosis Control Branch and Perth Chest Clinic commenced operating in May, 1948. The Fremantle Chest Clinic was opened in May, 1953, and the Kalgoorlie Chest Clinic, with a full-time chest physician and mines medical officer has been functioning since March, 1957. In order to deal with the investigation of chest cases in other parts of this large State, facilities exist at most of the district hospitals for chest X-rays to be taken. This is an important part of the State tuberculosis control programme, the X-ray films being sent to the Tuberculosis Control Branch for reading.

The inpatient treatment of cases of tuberculosis was continued at the Woorloo Sanatorium until August, 1958, when the Perth Chest Hospital—now the Sir Charles Gairdner Hospital—was opened. All adult cases are admitted to this hospital—or the Repatriation General Hospital, Hollywood—for treatment, the very small number of cases amongst children being admitted to the Princess Margaret Hospital, the cost being borne by the branch.

Compulsory mass X-ray surveys were introduced in Western Australia in 1952 and are conducted on a State-wide basis. The fourth metropolitan survey is in progress, previous surveys having been conducted in 1954, 1957, and 1961. The more densely populated parts of the State have been surveyed twice and in some cases three times. The second survey of the Kimberleys is also in progress, including an airborne survey of outlying mission stations. One and a half million X-ray examinations had been carried out by 1964, and the one and three-quarter million mark is now being approached.

There has been a gradual decline in the incidence of tuberculosis during the past 15 years. There were 586 cases of pulmonary tuberculosis notified in 1950, 413 in 1955, 269 in 1960, and 176 last year. The 1948 death rate from pulmonary tuberculosis was 30.5 per 100,000 of the population and in 1964 this had fallen to 2.5. The incidence of this disease has also fallen, but much less dramatically, from 63.1 per 100,000 in 1948 to 22.3 per 100,000 last year.

Continued effort and vigilance are essential if this state of affairs is to be maintained, let alone improved upon. Any reduction in the present tuberculosis control programme would be dangerous; and, in fact, if this disease is to be eradicated from our community, even a greater effort may be necessary. The Commonwealth Government's insistence on compulsory mass X-ray surveys and the provision and maintenance of sufficient and adequately staffed chest clinics is fundamental to the success of the national campaign.

It is specifically stated in the Bill that the Commonwealth and the State will continue to participate in this work and that the Commonwealth will reimburse the State as follows:—

- (a) capital expenditure by the State on or after the first day of July, 1948, in the provision by the State of land and buildings for use in the diagnosis, treatment, and control of tuberculosis and in the erection and improvement of buildings and the provision of furnishings, equipment, and plant for such use; and
- (b) the net maintenance expenditure by the State in relation to the diagnosis, treatment, and control of tuberculosis during each of the financial years next occurring after the year which ended on the 30th day of June, 1948, to an extent not exceeding the amount by which that expenditure is in excess of the net maintenance expenditure in relation to the diagnosis, treatment, and control of tuberculosis during the year which ended on the thirtieth day of June, 1948.

The Hon. F. J. S. Wise: It sounds very simple, doesn't it?

The Hon. G. C. MacKINNON: Yes; it sounds simple. These provisions are substantially the same—as are the other provisions of the Bill—as those existing previously in the arrangement which has been validated by the Commonwealth and State in earlier Bills.

There are three provisions in this agreement which are not included in previous Bills dealing with the same subject. I refer to paragraphs 9, 10, and 11 of the agreement. These require that the State shall maintain compulsory X-ray surveys, appoint a director of tuberculosis, and provide adequate chest clinics. All of these measures were taken in Western Australia many years ago, and the inclusion of these specific requirements is directed at some other States which had lagged in their anti-tuberculosis measures. The period of operation of this Bill is from the 1st July, 1963, for a period of five years.

The delay in presenting the Bill as at this date is no fault of this State. The campaign has been continuing and the Commonwealth has reimbursed the State in the same way as it has in the past, even though a validating Bill has not been passed since 1963. The delay has been due to the difficulty the Commonwealth has been experiencing in getting other States to implement a more effective campaign of eradication of this disease in those States. I commend this Bill for consideration by the House.

The Hon. F. J. S. Wise: What is the reason that this Bill, by its title, is an arrangement between the Governor-General and the State Government rather than between the Governments of the Commonwealth and the State?

The Hon. G. C. MacKINNON: I would have to find out the reason for that.

The Hon. F. J. S. Wise: It is most unusual.

The Hon. G. C. MacKINNON: I will ascertain the reason. It could be because there has been some delay. However, I will find an answer to the question.

Debate adjourned, on motion by The Hon. W. F. Willesee.

COAL MINES REGULATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 17th August, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. W. F. WILLESEE (North-East Metropolitan) [5.9 p.m.]: This Bill is quite brief in its outline. It covers timber cutters who are employed by contractors under the Coal Mines Regulation Act, and who work solely in supplying the mines at

Collie. They are essentially workers for the coalmining industry and as such are now going to be incorporated under the Coal Mines Accident Relief Fund. They will be classed in general terms as members within the embracement of the coalmining industry at Collie.

The number of men involved is only nine, and therefore there would be no actuarial proposition to cause any worry. The addition of nine men to the number already in the fund is not a great increase, and it would therefore seem that the situation is reasonable in that the fund will now embrace some people who, up to the present, have not been covered as adequately as they might have been by the accident relief fund for workers. It is noticed that the amendment was requested by the trustees of the relief fund itself. I have pleasure in supporting the Bill.

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.

MINES REGULATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 17th August, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. R. H. C. STUBBS (South-East) [5.13 p.m.]: The Minister, when introducing the Bill, said that the problem of a man firing a charge in a mine outside the usual times is one which causes considerable alarm to the department. I can assure the House it is of considerable concern to a very big percentage of the men employed in the mine, and also to mining officials and the Australian Workers Union officials.

This simple amendment to section 55 of the Mines Regulation Act provides that for the breaching of regulation 51 by the mine manager or his agent, or by any other person, the penalties shall be doubled. In both cases, or either of them, regulation 51 is subject to section 55 of the Act. Regulation 51 sets down that the manager of the mine shall regulate the time of firing in the mine. The usual thing, of course, is to fire at crib time and knock-off time on each shift.

Those are usually the prescribed times, and the majority of the machine men adhere to them. The reason for these set times being made to fire explosives is that the shots will be fired 15 minutes before the end of a shift, or 15 minutes before crib time, and so an hour elapses to permit the fumes from the explosives to drift away. By this time, when the

men return to their place of work, the air is fairly clean and there is a healthy atmosphere in which to work.

There is a proviso in regulation 51 relating to blasting operations, which states that no men shall be left to work in development places where there is danger of unexploded fractureur. The reason for this is that ore has to be transported to the ore bin in the shaft where it is then taken to the surface to keep the mill going, and in the developmental places the machine men are not allowed to bore out when there is danger of unexploded fractureur. Sometimes men enter a developmental face to fire outside the prescribed times, because they find it is necessary to fire the face before they can continue their work.

We all know that vitiated air which occurs as a result of blasting operations contains many fine particles of dust—perhaps 1,000 particles, plus, to the cubic centimetre. Such air is very injurious to the health of the worker and is the foundation of silicosis if it is inhaled too often. In addition, of course, there are fractureur fumes from the blasting operations, followed by poisonous fumes from the chemical change that takes place.

Those machine men who selfishly fire earlier than they should are completely disregarding the health of their fellow workers, and they are a menace to other men working underground. It is most essential that the proper firing times be observed. The secret of safe underground working is that men should have a perfect understanding between themselves of all the work that is going on in their vicinity. On one level there could be many men working; and it is vital that the machine men should co-ordinate their firing times so that their fellow machine men, bidders, and others working underground can leave the level in safety and in plenty of time to enable the fumes to disperse. I have had the experience of seeing a man blown up; and the sight of that accident will always be with me.

There is not much point in any mining company providing expensive ventilation equipment, making available aluminum therapy in the change-room and other modern mining improvements, in doing its best to observe the regulations, if while a high percentage of workers comply with the regulations, one person commits a breach of the firing times and upsets all the arrangements that have been made. It means that this selfish person is filling the air with smoke, and his fellow workers suffer as a result. The Australian Workers Union takes a dim view of any breach of the regulations relating to blasting and firing underground. It is very loath to see a breach of this regulation, or the arrangements made in any particular mine upset.

Anyone who commits a breach of this regulation is wasting his time approaching the union for sympathy or help, because the union officials are responsible men and they would merely say to such an individual, "If you are foolish enough to jeopardise the lives and health of your fellow workers, it is good enough for you to take your punishment."

I can also assure the House that all the inspectors of mines and the workmen's inspectors of mines strive to ensure that the mines regulations governing blasting operations are observed, and I therefore hope that the doubling of the penalty for a breach of this regulation will assist in stamping out this dangerous practice.

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.

DEBTORS ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 17th August, on the following motion by The Hon. A. F. Griffith (Minister for Justice):—

That the Bill be now read a second time.

THE HON. E. M. HEENAN (Lower North) [5.22 p.m.] The Minister gave what I consider an ample outline of this little measure, but it may be of some use if I make a few comments on the Bill. As a general rule, civil proceedings for claims up to £500 must be taken in the local courts, which are presided over by magistrates. Proceedings which involve claims in excess of £500 must be taken in the Supreme Court, which is presided over by judges.

When judgment is given against a litigant for a sum of money, he is then termed the judgment debtor and he becomes liable for payment of the amount of the judgment. One of the most common methods of enforcing payment of a judgment debt is by the issue of what is termed a judgment summons. By this method a debtor's means are examined and if his means justify it, an order for payment is made. If the debtor fails to comply with an order made in such circumstances, he becomes liable to serve a term of imprisonment. There are a number of safeguards, however, which enable him, in justifiable circumstances, to have the order set aside or suspended.

In the past, when judgment has been obtained in the Supreme Court and the debtor has neglected to meet his liability, it has been the practice to transfer the Supreme Court judgment to a local court and then to make use of the procedure in the local court, which is relatively expeditious and inexpensive as compared with

Supreme Court procedure. The jurisdiction covering this procedure is set out in section 3 of the Debtors Act, 1871.

The Minister, in his remarks, pointed out that after all these years, since 1871, the legality of this practice of transferring the judgment from the Supreme Court to the local court and then following up the procedure in that court is now in some doubt. This small Bill is aimed at placing the matter beyond question in a legal sense.

The Bill is well founded and its aim is a good one. I can also assure members that no extra hardship will be caused to anyone by the passing of the measure, and for those reasons I propose to support it.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [5.29 p.m.]: I move—

That this House at its rising adjourn until Tuesday, the 24th August.

Question put and passed.

House adjourned at 5.30 p.m.

Legislative Assembly

Wednesday, the 18th August, 1965

CONTENTS

	Page
ADJOURNMENT OF THE HOUSE : SPECIAL	410
ASSENT TO BILLS	371
BILLS—	
Architects Act Amendment Bill— Intro. ; 1r.	381
Constitution Acts Amendment Bill— Assent	371
Hairdressers Registration Act Amendment Bill— Intro. ; 1r.	381
Mining Act Amendment Bill— Receipt ; 1r.	395
Parliamentary Allowances Act Amend- ment Bill—Assent	371
Supply Bill, £28,000,000—Assent	371
Western Australian Marine Act Amend- ment Bill (No. 2)—2r.	403

MOTIONS—

Appointment of a Parliamentary Com- missioner : Introduction of Legislation	381
Gascoyne River : Damming	387
Western Australian Marine Act : Dis- allowance of Regulation 102	385

QUESTIONS ON NOTICE—

Albany Harbour—Third Berth : Prelimi- nary Work on Development	375
Crayfish : Pot Licenses	371
Education—	
High School Hostels— Boarders Required for Establish- ment	376
Manjimup : Obstacle to Estab- lishment of a Hostel	376
Number Built, Location, and Applications	376
Kent Street High School—Science Block : Provision	377
Primary Schools in Bayswater Elec- torate : Admission Boundaries	371
School at Exmouth— Air-conditioning Plant : Cost	378
Classrooms : Area and Accom- modation	378
Cost	378
School Grounds : Improvement	378
Eggs—Quota System : Introduction	371
Fingerprinting : Facilities for Voluntary Action, and Number Taken	378
Foreshore Road, Albany— Construction and Finance	375
Festing Street : Consideration of Residents' Petition	375
Housing for Pensioners—	
Albany : Provision of Single Units	375
Metropolitan Area : Number and Cost of Single Units	375
Iron Ore—	
Pelletising Process : Cost	374
Yampi Sound Deposits : F.O.B. Prices	374
Judges in England—New Rules : Adoption in Australia	378
Ministers of the Crown—Overseas Visits : Number, Purpose, and Cost	378
Natives—	
Economic Survey : Dr. H. P. Schap- per's Proposals	372
Housing in Metropolitan Area—	
Homes Built	374
Policy of Government	374
Reserves : Control	374
Pensioners : Travel Concessions on State Ships	376
Railways—	
Railway Freights : Concessions North of 26th Parallel	373
Railway Yards at Geraldton : Drainage	371
Shark Bay Inlets and Estuaries— Fishing : Effect of Closure	373
Lease Applications	373
Sheep Thefts : Number and Police Action	377
Transport—	
Air Transport : Subsidies Paid by State and Commonwealth	372
Public Transport Passengers : Insur- ance Coverage, and Claim of Mrs. Bell	374