

Legislative Council

Wednesday, the 14th November, 1962

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QUESTIONS ON NOTICE

RAILWAY REFRESHMENT ROOMS: PERTH-KALGOORLIE

Closure, and Employment of Displaced Staff

1. The Hon. J. J. GARRIGAN asked the Minister for Mines:

Now that the buffet meal service has commenced on the *Kalgoorlie Express* and this will mean the closing down of a number of refreshment rooms along the route, can the Minister inform the House whether provision has been made for alternative employment for those who have been staffing the refreshment rooms?

The Hon. A. F. GRIFFITH replied:

Yes, suitable alternative employment has been arranged for all staff concerned.

PUMPING STATION AT CHIDLOW

Commencement, and Completion

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

Subject to an acceptable tender for Chidlow pumping station having been received by the 6th November, 1962, in accordance with the terms advertised in the *Government Gazette* dated the 31st August, 1962, will the Minister inform the House when it is estimated—

- (a) the building of the pumping station will commence; and
- (b) the project will be completed and ready to operate?

The Hon. A. F. GRIFFITH replied:

- (a) June, 1963.
- (b) February, 1964.

AGRICULTURAL RESEARCH LIAISON

Appointment of C.S.I.R.O. Officer to Western Australia

3. The Hon. C. R. ABBEY asked the Minister for Mines:

(1) Has an offer been made by the responsible Commonwealth authorities to appoint an officer of the Agricultural Research Liaison Section of C.S.I.R.O. to Western Australia?

(2) If so, has the Western Australian Department of Agriculture expressed its willingness to co-operate with such an officer if appointed?

(3) Would departmental facilities be available if required by such an appointee?

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 3.30 p.m., and read prayers.

- (4) If the department has not indicated its willingness will the Minister say whether he believes such an appointment would be to the advantage of primary industry in Western Australia, and, if so, will he take the necessary action to ensure an appointment is made by C.S.I.R.O.?

The Hon. A. F. GRIFFITH replied:

- (1) No. A preliminary examination of the desirability of appointing officers, in due course, in various States has been made by C.S.I.R.O.
 (2) and (3) Should an appointment to Western Australia eventually be made, the Department of Agriculture will render any assistance required.
 (4) Decisions concerning any appointments rest with C.S.I.R.O.

LEAVE OF ABSENCE

On motion by The Hon. R. H. C. Stubbs, leave of absence for six consecutive sittings granted to The Hon. G. Bennetts (South-East) on the ground of ill health.

LICENSING (ROTTNEST ISLAND) BILL

Assembly's Message

Message from the Assembly received and read notifying that it had agreed to the amendment made by the Council.

AGRICULTURAL PRODUCTS ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. A. F. Griffith (Minister for Mines), read a first time.

RIGHTS IN WATER AND IRRIGATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 13th November, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. W. F. WILLESEE (North) [3.39 p.m.]: This Bill which has come before us is entitled, "An Act to amend the Rights in Water and Irrigation Act, 1914-1954." It has far greater consequences than one would gather from a cursory perusal of the introductory speech of the Minister. For instance, it provides for the inclusion of all the area north of the 26th parallel, whereas it would appear that the

Bill was designed merely to further restrict the rights in the use of water within the plantation area of the Gascoyne River at Carnarvon. However, the proposed new subsection (1) of section 18 reads—

18. (1) The Governor may by proclamation declare any part of the State lying north of the twenty-sixth parallel of south latitude, named or defined in the proclamation, to be a proclaimed area for the purposes of this section; and may, by subsequent proclamation, vary or cancel any such proclamation.

Therefore, if an official of the Public Works Department thought it was necessary, some pastoral area could be subject to a proclamation in order to conserve the water from wells or bores. Conceivably the same situation could occur in regard to mining areas. I do not believe that this was the intention.

I wonder whether organisations such as the Pastoralists' Association, and those connected with mining, have been consulted with regard to this Bill and the extent of its control. With regard to the plantation areas themselves, I think it has to be proved that waters from wells or sub-bores on private property adjacent to the riverbed have any effect on water taken from the riverbed itself.

It must be borne in mind that since the restrictions have been imposed to control to a limited extent the waters within the riverbed, properties have changed hands on the basis that there are good water points on the land. Therefore the provisions in this Bill will interfere with the capital values that have obtained or been approved during the last 12 months.

If those people within the area concerned on the Gascoyne—that is the market-gardening area—have had an opportunity to digest the proposals in this Bill and they are of the opinion that it would be for the betterment of the industry, then I would have no quarrel with it, although personally I would hate to think that anyone would walk on to a privately-owned property and dictate that water from a well thereon could not be pumped or could be pumped only to a limited degree.

I wonder whether sufficient thought has been given to the ultimate consequences of the provisions contained in this Bill. Had time permitted I would have got in touch with various organisations to obtain their views on the matter. I suggest to the Minister that he might well withhold the Bill at this stage of Parliament in order that it may be further studied from the point of view of the individuals and industries concerned. I do not see any immediate need for the Bill at the moment. Those on the river have had a very good season, and it would be better if the legislation were considered early next session.

As the Bill is worded, I feel it would have far-reaching effects, whereas I am sure that the intent was merely to provide for the plantation areas I have mentioned. We will never solve the problem on the Gascoyne by restrictions. Really, the only way we would be able to achieve anything worth while would be to interest the Commonwealth Government in some scheme whereby a dam is erected at a suitable point on the Gascoyne River. In that way the problem would be solved for all time.

The Hon. A. F. Griffith: Have you any knowledge of anyone operating on the river in that way to the disadvantage of the others?

The Hon. F. J. S. Wise: Are you speaking of in the river?

The Hon. A. F. Griffith: Pumping water off the river.

The Hon. W. F. WILLESEE: No, personally I have not. There is always the thought that can be raised that if so many thousands of gallons are being pumped from off-river pumps it must have some effect on the river. But, on the other hand, I know of properties that have survived several droughts, and they are properties of value because of that factor; but they do not vary with the river wells or the river running. Then again, there are properties that have good wells for 10 or 15 years and then, suddenly, the salinity rises; but not in the river.

The Hon. A. F. Griffith: The object here is to provide for the good of all rather than for a few.

The Hon. W. F. WILLESEE: That might be the objective, but will it be achieved by what is suggested here? This is a technical question which we could debate indefinitely.

The Hon. A. F. Griffith: In the meantime, what will we do while we are waiting for a dam?

The Hon. W. F. WILLESEE: In the meantime we will be no worse off than we are now; and if we pass the Bill I do not think we will be any better off.

The Hon. A. F. Griffith: In the interests of the conservation of water we should be better off—Carnarvon should be better off.

The Hon. W. F. WILLESEE: That is a matter of opinion. No engineer can prove that the water in a well off the river goes into the river. It might run adjacent to the river and then turn right away from it.

The Hon. A. F. Griffith: I think you will find the geologists have some very good information on that point.

The Hon. W. F. WILLESEE: I have had something to do with geologists, too. My view is that the Bill should be further investigated and the people concerned

taken more into the Government's confidence in the matter. In the main, I think the Bill could be localised much more than it is.

I do not want to be obstreperous in regard to the measure; and if it is to benefit the Gascoyne area then it is my duty to support it, but without knowledge from the people concerned, and the Bill having been brought down at a fairly late stage in the session—and it has deep significance—I would, rather than vote against it, ask the Minister to seriously consider the withdrawal of it; because if the Government can introduce a similar Bill in six months' time I cannot, for the life of me, see how the delay will cause any material harm.

The Hon. A. F. Griffith: My colleague, who is handling the Bill, is absent for a short space of time. I suggest that I adjourn the debate to let him have a look at your remarks and then confer with the Minister for Water Supplies.

THE HON. A. R. JONES (Midland) [3.53 p.m.]: I feel I will express the same thoughts as Mr. Willesee put forward. I know it was intended earlier that there should be a Bill with greater application than this one has. It seemed to me, when that measure was mooted, that it was rather hurriedly prepared and was not based on sound grounds. For that reason I think it was dropped, and then it was intended to go on with this measure; because it did seem to me, from the sources of information that I had, that there was discontent in the Carnarvon area, particularly in respect of those places being served by water pumped from underground. But I do not know whether that was a fact.

Nothing that the Minister told us when introducing the Bill indicates the grounds upon which the Government has based the legislation. The Minister said it is to prevent this and that, and to make sure that this is done and that is not done, and so on. They are all precautions; but is it particularly necessary that these things should or should not be done?

The Hon. A. F. Griffith: The conservation of water is one of the most important things we can consider.

The Hon. F. J. S. Wise: No one is arguing about that.

The Hon. A. R. JONES: That is so.

The Hon. A. F. Griffith: In other States you will find very restrictive legislation of this sort.

The Hon. A. R. JONES: I would be all in favour of legislation which would take care of the matters mentioned by the Minister, but I do not want to see the legislation rushed. It does appear to me that ever since the legislation was mooted it has been rushed; but I cannot find out why.

I do not want to vote against the Bill if the Minister can confirm the fact that so many people have asked for it, or that there is any good reason why the areas concerned are going to be short of water if the legislation is not passed and proclaimed. Rather than pass the Bill now, I would much sooner a further period elapsed so that we could eventually bring to Parliament a Bill which would not only cover the part of the State that is north of the 26th parallel, but would also take care of the area south of it.

I feel a lot of valuable information could be gained by the Mines Department if, for argument's sake, a report was made on every bore that was sunk, and the information was filed. If that were done, whenever a farmer or a grazier or some man living on the Murchison River put down a bore, all the data would be tabulated and taken to a central place, and in time we would have some knowledge of the whole of the State. To the present, hundreds or thousands of bores have been put down and we have not one jot of information about them.

I think, too, that before certain supplies of water can be tapped—in cases where we know that by sinking a well deeper than the well belonging to the fellow next door we will rob him of supplies—some supervision should be exercised. But let us not have piecemeal legislation that is hurriedly prepared and which, perhaps, is not good for us.

I ask the Minister to give more specific details as to why this legislation is necessary. I make the same appeal as Mr. Willesee; namely, it does seem that another six months is not too long to wait, and then we could have legislation to cover the whole State rather than have legislation covering a section of it.

Debate adjourned until a later stage of the sitting, on motion by The Hon. H. C. Strickland.

FACTORIES AND SHOPS ACT AMENDMENT BILL

Second Reading: Defeated

Debate resumed, from the 13th November, on the following motion by The Hon. E. M. Heenan:—

That the Bill be now read a second time.

THE HON. N. E. BAXTER (Central) [3.57 p.m.]: The Bill deals with petrol service stations, and it conforms to my general ideas in regard to economic practices in business of all types because I believe—I have expressed similar sentiments in the House in the past—that where businesses—farms as well as retail, wholesale, and manufacturing businesses—can be run on a more economic basis it should be our endeavour, as legislators, to bring that about.

I say that because in this State there are some 350 service stations which sell approximately, on an average, 150 gallons of petrol each Sunday morning during the three hours from 9 a.m. to 12 noon. That is not an economic quantity for those service stations to sell during that period, because the actual gross profit from 150 gallons of petrol is exactly £3 15s. If the service station proprietor has to employ labour for the three hours it costs him £2 14s. I believe—and so do the service station proprietors—that it is not economical, for the sake of a few shillings, to open service stations for three hours on Sunday morning.

There is, of course, another aspect that enters into this matter. During the past 10 or 15 years—particularly since the war—it has been the endeavour of our community to let people have some relaxation, particularly at weekends. We have seen this in various ways—by the implementation of the five-day working week in most industries, including the banking industry, which enables people to enjoy more leisure time during the week-end. Is it not equally reasonable for service station proprietors to be enabled, perhaps, to go away on Saturday afternoon with their families to enjoy more leisure hours at the week-end?

The proposal submitted by the W.A. Automobile Chamber of Commerce is to increase the number of rostered service stations which will operate during the week-end after Saturday morning. In the metropolitan area at present, 12 rostered service stations are operating during the extraordinary trading hours over the week-end. As every member knows, the present proposal seeks to increase the number to 24 or 25; or, in other words, to double the number of service stations at present rostered. I feel sure that such a proposal would give efficient service to the motoring public of Western Australia.

If we care to consider the number and the types of people who avail themselves of the opportunity to obtain petrol on Sunday morning it will be found that they can be numbered on the fingers of one hand. Firstly, there is the person who cannot afford to run a motorcar, but he still has one and he can only afford to buy, say, 5s. worth of petrol at any one time. So he often finds that his tank is nearly empty on Sunday morning when he wishes to go for a drive. That is one type of person who desires service stations to remain open on Sunday morning.

The Hon. A. R. Jones: Don't you think he is entitled to such a service?

The Hon. N. E. BAXTER: He is entitled to it, but there is no reason why he cannot get his petrol on Saturday morning when the service stations are open, or from a rostered service station on Sunday should this legislation be agreed to. Being the father of several sons, I know the attitude

of the average young fellow today; and my sons are probably no different from the sons of other members in this Chamber. When they were younger and courting their girl-friends on Saturday night they would often find they had covered a distance of 100 to 150 miles travelling from one place to another; and so, on Sunday morning, they would be obliged to go to the service station to obtain more petrol. However, I am of the opinion that these young fellows perhaps deserve to travel a little further to a rostered service station to obtain their petrol.

Another type of person is the one who finds he has to answer an urgent call to travel a fairly long distance on Sunday morning and finds he has insufficient petrol to make the trip, and therefore needs to fill up his tank. However, even this person could be served by a rostered service station, because the reason why they are rostered is to provide for the needs of such a person in an emergency.

Another individual who would require petrol on Sunday morning is the one who, upon rising, knows full well that his wife has a few jobs lined up for him around the home, and so he promptly says to his wife, "I am out of petrol; I had better go up to the garage and get some". So off he goes to the nearest service station to get his petrol and then he goes somewhere else in order to be absent from his home for a few hours to avoid doing the jobs for his wife. That is the attraction of the service station operating on a Sunday morning to that type of person.

The average and normal type of motorist carefully watches his petrol gauge and ensures he has sufficient petrol in his tank to tide him over an emergency at all times. However, should he happen to find that his petrol supply is running low it is little trouble for him to consult *The Sunday Times* to check where the nearest service station to him is. Every service station is issued with, and exhibits, a large list of the rostered service stations throughout the metropolitan area. The list sets out, week by week, the service stations which will remain open after the usual trading hours, and as each week passes the service station proprietor crosses it off with a thick pencil so that a motorist, on consulting the list, has no trouble in ascertaining where the nearest rostered station is.

The present proposal by the Automobile Chamber of Commerce will provide a good and efficient service to the motorists of Western Australia. Members of Parliament who have to travel throughout the country quite a bit find that they do not enjoy the convenience of rostered service stations during their travels. Fortunately, I have never run out of petrol while travelling in the country but I have been very close to it at times, particularly late in the evening. There are few places in the

country where one can get petrol after hours or during the week-end. Therefore, the motorists in the metropolitan area are fortunate in having these rostered service stations made available to them.

One wonders why there should be any opposition to this proposition, particularly in view of the fact that, following a survey being made by the Automobile Chamber of Commerce, 98 per cent. of the service station proprietors requested that this new measure be put into operation.

The Hon. A. F. Griffith: How many?

The Hon. N. E. BAXTER: Ninety-eight per cent.

The Hon. A. F. Griffith: You say 98 per cent. of the garage proprietors?

The Hon. N. E. BAXTER: Yes, 98 per cent. of the garage proprietors have indicated that they want service stations to be closed on Sunday and a roster system during the week-end introduced.

The Hon. G. C. MacKinnon: If everyone were asked to close on Wednesday you would expect us to agree to that too, would you?

The Hon. N. E. BAXTER: The honourable member can raise all the bogeys in the world, but I am stating the facts. A survey was conducted by the Automobile Chamber of Commerce, and I am now quoting the figures compiled as a result of that survey. In this State some people have condemned the introduction of the roster system, but the same situation does not exist in other States of Australia or in other countries of the world. Some of those States and countries are adopting our legislation and our present practices to suit those engaged in the service station industry.

As you well know, Sir, when you were the Chairman of the Royal Commission that inquired into this subject, if the petrol companies had played the game with the service station proprietors this position may never have arisen. It is well known that people who enter into a contract with an oil company have to adhere to the contract to the very letter or they are soon put out of their premises.

The Hon. A. F. Griffith: Don't you agree that they should adhere to the contracts they have signed?

The Hon. N. E. BAXTER: Yes, I do, but when an oil company penalises a service station proprietor by forcing him out of business because he opened 10 minutes later than he should have done on Sunday, that is going a little too far.

The Hon. F. R. H. Lavery: And that has happened.

The Hon. N. E. BAXTER: Yes, that has happened. There are occasions when service station proprietors can be prevented from opening their doors right on time for some reason or other. I am sure there have been occasions when the

Minister has been unable to do something right on time because he has been delayed for some reason or other. Would he care to be penalised, in the same way as service station proprietors have been penalised, because of his unavoidable delay? I think the Minister would be fair enough to recognise that service station proprietors should not be penalised so harshly for committing such a minor breach.

Therefore, I hope the House will agree to the second reading of the Bill. In introducing it, Mr. Heenan pointed out that the proposal was first submitted to the late Hon. C. C. Perkins, M.L.A. when he was Minister for Labour but nothing came of it. It was then presented to Mr. Bovell whilst he was acting as the Minister with that portfolio, and finally was put before Mr. Wild in his present capacity as Minister for Labour. When the matter was submitted to Cabinet it was rejected, but there does not appear to be any particular reason why, except that Cabinet held the view it was not prepared to take any action to alter the existing position relating to the trading hours of service stations.

One wonders if there were any particular reason for Cabinet's refusal. I do not say there was some ulterior motive behind it, but Cabinet definitely refused to agree to the proposal.

The Hon. A. F. Griffith: Who told you that Cabinet refused to agree to the proposal?

The Hon. N. E. BAXTER: The Minister wants to know, so I will tell him. I asked another Minister if the proposal had been received by Cabinet and he said "Yes". I then asked him if it had been turned down by Cabinet and he said "Yes". So I think it is sufficient for me to take that Minister's word. The proposal had been submitted to Cabinet by Mr. Wild and had been rejected. One wonders why a Government which supports free enterprise should turn down such a request. The Automobile Chamber of Commerce has submitted its proposal in the right way and made the approach to the right Minister, who, on the facts presented to him, took the matter before Cabinet. However, one can only wonder at Cabinet's decision.

I hope the House will consider the Bill as a non-party measure, as a House of review should. Members should weigh the pros and cons of whether the roster of service stations over the week-end will give an efficient service to the motoring public, and whether the costs of administering it will be within the limits which service station proprietors can afford. It is my intention to support the Bill, and I trust the House will agree to the second reading.

THE HON. A. R. JONES (Midland) [4.13 p.m.]: For once I cannot agree with my colleague in the remarks that he passed on this legislation, and I trust the

reasons I advance for not agreeing to the Bill will be received in the same way as those which were put forward by members supporting it. I hope the measure will be judged on its merits. In the first place, I preface my remarks by saying that if our service stations had not become one-brand service stations we would not have this legislation before us and we would not have 343 service stations operating in the metropolitan area, together with other people who own their own pumps for the supply of petrol.

When one-brand petrol service stations were first instituted, and this legislation was put on the statute book, in 1956, there were 360 service stations in existence, selling a total of 25,000,000 gallons of petrol per annum. According to the latest figures I could get the increase today is to 453. That represents an increase of 93 service stations; and gallonage has increased to 60,000,000.

So nearly double the amount of petrol is being sold by each service station in Western Australia today as compared with 1956. Not only is nearly double the quantity being sold, but the amount received for handling the product has also been increased. I do not know what the figure is, but one could find out, of course. However, there has been quite a substantial increase in the amount received by the reseller of petrol.

So all in all I would think the service station retailers, in common with other business people, have been given the necessary compensation in regard to their trading to meet higher costs, and that sort of thing, and they should be prepared to give the motoring public the service to which they are justly entitled. When all is said and done, the whole of the people engaged in this industry are dependent upon the motorist; and it is easily the biggest single industry in the world today.

Are we in this Parliament going to subject the motoring public to an inferior type of service by saying, "You cannot obtain petrol over a 30-hour period of the week unless you go to one of the rostered service stations"? because the proposal is that service stations shall stop normal trading at 1 p.m. on Saturday and not resume again until 7 a.m. or 7.30 a.m. on the following Monday. Some service stations do open at 7 a.m. In this event, motorists would be without a normal service for 30 hours; and it would be necessary for one to look in *The Sunday Times*, listen to a radio report, or visit a service station and have a look at the roster in the window in order to ascertain where one could procure petrol.

I believe the situation is bad enough as it is. I came down from the country late on Saturday night last and found I had to go to the country again on Sunday morning. My petrol gauge was showing empty, and I had to go looking for a

rostered service station. It turned out that I ran out of petrol in my efforts to find one of these rostered stations.

The Hon. F. R. H. Lavery: All garages are open on Sunday morning.

The Hon. A. R. JONES: I did not get cracking early enough and it was after 12 noon. It was necessary for me to go to the country and I ran out of petrol looking for a rostered service station. I had to telephone a friend of mine who fortunately was able to bring me some petrol. This has happened to me twice. Another occasion was after Anzac Day when I was coming back from the country. I feel the service at the moment is little enough. In fact, if it were possible I would increase the service.

The Hon. N. E. Baxter: Could you not carry a gallon in a tin?

The Hon. A. R. JONES: The honourable member should know that it is illegal to carry petrol in one's car. Some insurance companies will not allow one to carry petrol in a car other than that which is in the tank. Another reason why I dislike carrying petrol in my car is that the fumes are rather strong and the car stinks of petrol. For that reason I do not carry it. I believe I should be able to obtain service wherever I go in my car.

I spend £20 or £25 per month at the garage from which I deal, and surely I should expect to obtain service when I want it. I am not unreasonable. I purchase 12, 13, or 14 gallons of fuel every fill up, so that I will not be caught, but there are times when I do need service; and I believe the person from whom I deal should be there to give it to me.

The Hon. R. Thompson: You would be an exception to the general motorist.

The Hon. A. R. JONES: I do not know that I would be. Mr. Baxter said that some young people should not have motorcars.

The Hon. N. E. Baxter: I did not say they should not have them.

The Hon. A. R. JONES: Maybe I did not hear rightly. Anyway, the honourable member implied they should not go to service stations on Sunday to buy five shillings worth of fuel—that they should go on Saturday when the service stations are open. Maybe they have not got 5s. on a Saturday. What happens frequently is that their mates come along and say, "What about going to such-and-such a place today?" and they do in a few shillings each to pay for the petrol. This is usually on a Sunday, and they should be entitled to get petrol for their motorcars. They have to pay all the taxes applicable to a motorcar, and therefore I think they are entitled to get service without having to look for a service station.

It is proposed that there shall be 24 rostered service stations within the whole of the metropolitan area. However, not

everybody is conversant with the layout of the city, and by the time that one finds a rostered station it may necessitate one's travelling three, four, or five miles in order to obtain petrol. I am of the opinion we did a very good job for the service stations when we passed the legislation under which they now operate, inasmuch as they are called upon to work at the present time about 72 hours a week. In the bigger towns like Geraldton, Albany, and Bunbury I think it is quite reasonable that there should be a roster system so that a service can be provided. I do not know whether Geraldton enjoys that privilege or not, but I know that Bunbury does. I think it has been said that Geraldton will follow suit.

It has been said that garage operators will tell you they do not receive a very great turnover on Sunday morning. That may be the position with some of them, as they have only a limited turnover anyway. Their pumps do not pay; and if they did not do general repairs they would not be able to carry on business. Naturally it would not pay them to operate their pumps on a Sunday morning. After returning from the country districts, having visited shows and that sort of thing, I have gone to the chap from whom I always deal and asked him if he could squeeze enough time to give my car a grease-up on Sunday morning. I try to avoid that because I know it is not convenient. However, he says, "I cannot possibly afford the time as I am too busy." Does that sound as though these resellers are not selling enough petrol on Sunday mornings?

The Hon. N. E. Baxter: He would be in the minority.

The Hon. A. R. JONES: I would be prepared to bring down legislation whereby those who did not wish to trade on Sundays need not open at all.

The Hon. N. E. Baxter: That is in our legislation now.

The Hon. A. R. JONES: How many take advantage of it? I could name one or two, but that is about all. So there is a desire on the part of people to trade, providing they can, according to them, trade economically and make a profit all the time. It is like Boans, Foy & Gibson, and other big companies closing their stores for certain periods of the day because trading is not profitable. But do they ask us to allow them to do this?

The Hon. N. E. Baxter: They do not open on Sunday.

The Hon. A. R. JONES: The honourable member says they do not open on Sunday. They do not do so because they are not allowed to open. They do not trade in a commodity which we require all the time. However, motorcars go out of many garages on a Sunday; and many of those cars are not on the road at all during the week. I would venture to say there are more motorcars on the road on a Sunday than at any

other time during the week. If that be so is it not reasonable to expect that a service should be given?

There are several answers to this. I feel that if the W.A. Automobile Chamber of Commerce wants something different, perhaps we should introduce slot machines. Some people say they are no good. However, I was in Victoria last year and used the machines three times on the week-end and experienced no difficulty in getting the petrol I wanted—and it was no dearer than if the service stations had been open.

The Hon. F. R. H. Lavery: The stations are completely closed there on Sundays.

The Hon. A. R. JONES: If that is the way the Automobile Chamber of Commerce wants it, we can completely close down here and provide for slot machines. If we continue to legislate in the way we do, the oil companies will take over the whole bang show and there will be no retailers.

The Hon. R. Thompson: There are not many now.

The Hon. A. R. JONES: Who is to blame for that?

The Hon. F. R. H. Lavery: You can count them on one hand.

The Hon. A. R. JONES: Perhaps we could give the Royal Automobile Club—an organisation to which half the motorists belong—the right to set up stations in various parts of the metropolitan area in order to sell the petrol that is needed on Sunday, and by so doing those who conduct service stations would be able to have their holiday. Perhaps it would be possible for us to form a co-operative and buy out some of the service stations which are free to be sold; and as one became a member of the co-operative one could draw his supplies from its pumps at any hour of the day or night.

The Hon. F. J. S. Wise: You might have a job to get petrol.

The Hon. A. R. JONES: Mr. Wise has just said there might be a job in getting petrol. But I do not think the petrol companies care who sells the petrol as long as it is sold and they get their money. If they feel they can get 3d. per gallon on the sale of petrol to resellers, they will chase it. I think that is their object all along the line. The more we interfere in this sort of thing the more the garages will come under the influence of the oil companies; and I think we will be hastening the day when the companies will take over.

I would like to see the Act repealed which provides for one-brand petrol. If that were done I think it would solve all our troubles. However, I do not think there is much chance of that being done now because of the huge amounts of money that have been put into the system by the oil companies. Nevertheless, I would be one who would willingly allow all service stations to revert

to the selling of multiple brands of petrol. More single-brand petrol companies are becoming established in this State. There is Golden Fleece, which is now well established. There is E.S.S.O., and another one is Australian Kangaroo. There are about four more to come into this State. Where are we going to situate perhaps another 100 petrol stations in the metropolitan area?

I feel we should take a sane view of all this. What has been operating for quite a number of years seems quite reasonable to me, except that there are not enough service stations rostered for trading after hours; and even the 24 rostered stations as proposed in this measure, in my opinion, are not enough.

Therefore, for the reasons I have given I object most strongly to this legislation; and I appeal to the people responsible for putting this sort of measure up to look further than their noses to see if there is any possibility of the oil companies taking over the whole show and dealing with petrol from the ground to the filler cap of the motorcar owner's tank.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.30 p.m.]: I am of the opinion that when Mr. Heenan introduced the second reading of this Bill he struggled very desperately to make out a case; and he did make out a case of sorts.

The Hon. F. R. H. Lavery: That is a very unpolitical thing to say!

The Hon. A. F. GRIFFITH: The honourable member may make his speech later on. Mr. Heenan did make out a case, in my opinion, to a limited extent. He made out a case for the garage proprietors, but he did not make out a case for the consumers—the average motoring public, for whom I heard some members cry desperately the other night. They said what a persecuted section of the community they were.

The Hon. F. R. H. Lavery: Mr. Jones said that, too.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: I am amazed at the attitude of Mr. Baxter—completely amazed!

The Hon. N. E. Baxter: You should not be.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: Perhaps that is right; but for the purpose of this argument I prefer to remain amazed. The honourable member, in trying to make out a case for the garage proprietors, completely forgot, as did Mr. Heenan, the consumer—the motoring public. He went further to suggest that where a business could be economically run, it should be on a five-day week basis.

The Hon. N. E. Baxter: I did not say that.

The Hon. A. F. GRIFFITH: The honourable member made the suggestion that whenever it was possible to give anybody a five-day week, that should be the responsibility of—

The Hon. N. E. Baxter: I did not even imply that.

The Hon. A. F. GRIFFITH: That is the way I heard it.

The Hon. N. E. Baxter: Then you heard it incorrectly.

The Hon. A. F. GRIFFITH: In my opinion, I heard it correctly. It was in complete contrast to the action of the honourable member when he introduced his hotel Bill to enable hotels to open on Sundays. He now wants to close garages on Sundays.

The Hon. N. E. Baxter: Only for rostered hours.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: I hope the honourable member's hotel Bill will not allow hotels in those areas to be open for more than the rostered hours. We do not want to reach that point, surely. I cannot help but be amazed. The garage proprietors approached the Minister for Labour (Mr. Wild) after talking to the late Mr. Perkins, and subsequently to Mr. Bovell, and they put to Mr. Wild the proposition that they should close the garages over the week-end; that they should provide a roster service for the consuming public; and that in order to make up the leeway they should charge 1½d. extra on every gallon of petrol sold. Having said that, they did not go back to Mr. Wild. I have checked that point with my colleague to make sure that I am right. They apparently went from there to somebody else. The upshot of the matter was that a Bill was introduced in the Legislative Assembly and passed.

We have the task here of considering the Bill and of asking ourselves whether we should pass it in the form in which it now is. Mr. Jones has given us some very interesting figures, and they are very accurate figures. If we look at the Royal Commissioner's report we will find that in 1956 there were 363 one-brand service stations, three multiple brand service stations, and a hundred other outlets which, I take it, were industrial points.

At that time the public in the metropolitan area were consuming 28,000,000 gallons. Mr. Jones said something of the order of 26,000,000 gallons, but I think the figure was 28,000,000. Today the public in the metropolitan area are consuming 60,000,000 gallons out of a total figure for the whole of the State of 100,000,000. That means that roughly 60 per cent. is being consumed in the metropolitan area.

The Hon. N. E. Baxter: Purchased there.

The Hon. A. F. GRIFFITH: Yes; that is more correct. How does that add up to the increased number of petrol stations and the increase in the consumption of fuel?

The Hon. F. R. H. Lavery: You did not give us the increased number of stations.

The Hon. A. F. GRIFFITH: I am told that today there are 452 stations, which is an increase of 90. This increase is roughly 30 per cent. The increase in consumption of fuel is of the order of 100 per cent.; namely, from 30,000,000 gallons to 60,000,000 gallons. If the honourable member has his way it will all be consumed in the week because there will be little opportunity to consume it at the week-end—leastways, to purchase it during the week-end.

I asked Mr. Heenan how many rostered stations there were when the scheme started, and he did not know at that point of time. We are told there are now 12 throughout the whole of the metropolitan area. This means that there are 12 service stations each serving approximately 40,000 people, because the population in the metropolitan area is approximately 450,000. We have one garage open over the week-end to serve 40,000 people.

The Hon. F. R. H. Lavery: Forty thousand motorists?

The Hon. A. F. GRIFFITH: I did not say that. Anyone would know there are not that many motorists.

The Hon. F. R. H. Lavery: I don't know. I am asking you.

The Hon. A. F. GRIFFITH: I am sorry. If we double the number of roster stations, then the number of roster stations multiplied by two will decrease the population by two and we will have one roster station for every 20,000 people. What a fine state of affairs that is!

The Hon. E. M. Davies: They will not all want petrol on Sundays.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: No; no more than the whole of the public wants transport on Sundays. On the basis of Mr. Baxter's suggestion, if this could be run on a sound economical basis, then we could close down public transport on Sundays. What nonsense are we talking!

The Hon. F. J. S. Wise: I agree; what nonsense!

The Hon. A. F. GRIFFITH: What nonsense are we talking when we contemplate that sort of thing. I am prepared to let the House judge between the two arguments without entering into personalities. I tell the House that the garage proprietors themselves realise at the moment that the situation regarding 24 petrol stations may not be the answer to the problem. By way of interjection at some time I was asked

whether an approach had been made by the garage proprietors. I propose to read a letter from the Automobile Chamber of Commerce dated the 9th November—five days ago. The letter is addressed to The Hon. G. P. Wild, M.L.A., and reads as follows:—

Dear Sir,

During debate on the Factories and Shops Act Amendment Bill re Sunday closing yesterday, it appeared that you were primarily concerned as to whether doubling the number of roster stations would be sufficient exchange against closing for normal trading hours.

This doubt raises two points, firstly, to advise that we did have discussions with the late Hon. C. C. Perkins on what would represent a reasonable addition and he appreciating the very small demand on roster stations on week nights agreed to try doubling on weekends only; subsequently we also discussed this feature with the Royal Automobile Club executive before making submissions to your department.

Secondly, we want to assure you while we feel that the proposed number of extra roster stations for the whole week-end (not Sunday morning only)—

Members can see what they have in their minds. To continue—

—would be sufficient, if perchance the legislation is enacted and experience shows this not to be the case, we would certainly be willing to consider any variations that you may feel desirable.

The Hon. F. R. H. Lavery: Isn't that co-operation?

The Hon. A. F. GRIFFITH: Is that not co-operation!

The Hon. F. R. H. Lavery: My word it is!

The Hon. A. F. GRIFFITH: When we read this amending Bill in conjunction with the Act it will mean there will be no trading at all on Sundays, and that the rostering of the stations will be entirely and absolutely in the hands of the Automobile Chamber of Commerce. It is the one that makes recommendations to the Governor; and the only time the Minister can do anything is when it fails to make any recommendation; and if the garage proprietors determine that the number of roster stations will be 6, 60, or 600, the Minister will have no say whatsoever.

We will be taking completely out of the hands of the Minister—more completely than is the situation at present—the administration of this State in respect of the wants of the public in regard to petrol, and thus reduce the small amount of responsibility which the Minister now has to nothing. The responsibility which the Minister now has is to make a recommendation if the garage proprietors do not do so.

I venture to suggest to members that it is the responsibility of Government to see that the people of this State get the things they require—the normal requirements and the necessities of life—and we should not leave it to some individual or organisation to do that.

The Hon. N. E. Baxter: Why was it put in the hands of an organisation in the first place?

The Hon. A. F. GRIFFITH: Heaven alone knows.

The Hon. N. E. Baxter: I know.

The Hon. A. F. GRIFFITH: Then I think the honourable member should have told us why.

The Hon. N. E. Baxter: I thought you already knew.

The Hon. A. F. GRIFFITH: I have found out in recent days that there are lots of things I do not know. I do not understand the reasoning of the honourable member at times.

The Hon. F. R. H. Lavery: You did know when you were sitting in this seat here.

The Hon. F. J. S. Wise: You said something just now about keeping off the personal note.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: I am not being personal; I am saying that I do not understand the reasoning of the honourable member. Regarding the interjection made by Mr. Lavery, I know full well to what he is referring, because my memory is quite long.

The Hon. F. R. H. Lavery: So is mine.

The Hon. A. F. GRIFFITH: The memory of the honourable member is probably enhanced by his having looked at *Hansard*—and I often find that convenient.

The PRESIDENT (The Hon. L. C. Diver): Order!

Point of Order

The Hon. F. R. H. LAVERY: On a point of order, Mr. President, I have not been approached by any of the oil companies or any of the garage proprietors, or any other person; nor have I read *Hansard* in this connection.

Debate Resumed

The Hon. A. F. GRIFFITH: I am sorry, I did not mean to indicate that the honourable member had been approached by anybody. I was reading his mind to the point where I thought he may have had a look at *Hansard* in connection with the debates which took place. You may recall, Sir, that you were interested in this problem, and you became chairman of a Royal Commission to inquire into this very problem. I stood up over there and spoke on behalf of the garage proprietors. I told

the House that I thought the garage proprietors were suffering under certain disabilities and that they were entitled to some relief. I told them that if they wanted to make this a political football then, so far as I was concerned, they could go and jump in the Swan River.

They have not jumped in the Swan River, but they have made this a political football; and this man Harry, who was secretary of the organisation and a man I know very well, has made this a political football. That is regrettable. I say, without fear of contradiction, that the garage proprietors were very happy when the Royal Commission, of which you were chairman, Sir, brought in this report: that garages were required to stay open from 7 a.m. until 7 p.m. each day; they were to be closed on Saturday afternoons and Sunday mornings; and they were rostered for the week-end. They were very happy.

The Hon. F. R. H. Lavery: But the companies did not own all the garages like they do now.

The Hon. A. F. GRIFFITH: What sort of a red herring is that? They were very happy when 362 of them in the metropolitan area were selling 30,000,000 gallons of petrol. Now there are 452 of them selling twice as much petrol, but they do not want to give the added service; they want to close it down. If the Legislative Council passes the Bill that is exactly what we will be assisting them to do. I understand the metropolitan area is divided into five zones. Is that right, Mr. Baxter.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. A. F. GRIFFITH: I beg your pardon, Sir. Is that right, Mr. President? If that number is correct it means there are roughly five stations to every zone; and if we calculate the position on metropolitan Legislative Assembly electorates—not in the political sense—we have approximately one service station to every metropolitan electorate.

The Hon. F. R. H. Lavery: That is on Sundays.

The Hon. A. F. GRIFFITH: That is so. On Saturdays and Sundays.

The Hon. N. E. Baxter: Some of them are no bigger than a pocket handkerchief in size, anyway.

The Hon. A. F. GRIFFITH: But with few exceptions there are over 10,000 people in them, which means that there would be one service station open to serve something in the order of 10,000 or 12,000 electors, or 20,000 people. That is not a fair go. It is not enough.

The Hon. N. E. Baxter: It is better than we have in the country.

The Hon. F. J. S. Wise: It is not a fair comparison.

The Hon. A. F. GRIFFITH: It is a fair comparison. At the moment I am not dealing with the position in the country; I am merely dealing with the situation in the metropolitan area, and that is the position as I see it.

Mr. Jones said that the Government may be obliged to authorise the installation of slot machines. Maybe it will; it certainly will if the people who are charged with the responsibility of giving a service to the public are going to refuse to give it, because the demand will be there. I fail to understand the attitude of the R.A.C. in respect of this matter.

The Hon. F. R. H. Lavery: That is its right.

The Hon. A. F. GRIFFITH: True, but members ought to read what the Automobile Club had to say in the report.

The Hon. R. Thompson: That organisation would not be making a political football out of it.

The Hon. A. F. GRIFFITH: I am sure it would not. Members ought to read what the organisation had to say in the report, and what it had to say in the newspaper about a week ago.

The Hon. E. M. Heenan: What page of the report is it on?

The Hon. L. A. Logan: It is in the evidence and not in the report.

The PRESIDENT (The Hon. L. C. Diver): Order! The Minister will address the Chair.

The Hon. E. M. Heenan: Can I ask what page it is on?

The Hon. A. F. GRIFFITH: I cannot give the page number. The statement is in the evidence given by the R.A.C., and the organisation's attitude on that occasion was totally different from its attitude to this problem as shown in the paper a week ago, and different again to the attitude indicated by the paper this morning. In this morning's Press I saw a watering down of the attitude adopted a week ago. Therefore I do not know where the R.A.C. stands.

Nevertheless, it is still the responsibility of the Government to see that the people get a service. I think the unfortunate part about this is that instead of pursuing the attitude that the service station people had of wanting to charge the consuming public 1½d. a gallon extra for petrol sold after the normal hours they could have gone back to the Minister for Labour. However, I am told that they did not do that; they went to some other quarter and, as a result, we have this Bill.

The Government's attitude to this measure is that if it is passed by the Legislative Council, with full cognisance of the results that are likely to accrue from that action, petrol trading outside of normal

hours, other than through the rostered stations in the metropolitan area will cease; and in the opinion of the Government that service is not sufficient.

I shall vote against the Bill and I hope other members will do likewise. In the event of its being defeated, I suggest that the way is still open for the service station proprietors to go to the responsible Minister and make some more sensible arrangement, but not to issue an alternative of a complete shut-down except for the rostered stations, which they envisage will number 24, or any other number which they, according to their letter, think might be suitable. That is all I have to say at this point of time but, in the interests of the consuming public, I hope the Bill will not be agreed to.

THE HON. F. R. H. LAVERY (West) [4.50 p.m.]: I can truthfully say that this was one Bill to which I did not intend to speak but merely to vote for it and leave it at that. However, in view of some of the statements that have been made this afternoon I feel I should have something to say about it.

As you know, Mr. President, I, in company with your august self, and Mr. Heenan, Mr. Simpson, and Mr. Logan, was a Royal Commissioner appointed to inquire into this industry. The report of that commission, which the Minister quoted, was acclaimed throughout the world as one of the best reports of its type that had been produced. We received advice from such countries as America, England, Ireland, and the other States of Australia, that this was one of the most efficiently conducted inquiries into the petrol industry.

That is no idle boast, as can be proved from information received. One of the leading garage proprietors in this city, who at the time was the Chairman of the W.A. Automobile Chamber of Commerce, congratulated the commission on the factual report it had produced, and particularly in regard to one item wherein the commission suggested that the oil companies and the Automobile Chamber of Commerce should get together and do something about trading hours.

I should like to mention some of the evidence given by one of the most responsible officials of the oil companies in Australia—I refer to Mr. Chard who, at the time, was the Manager of the then Vacuum Oil Company, and now known as the Mobil Oil Company. Mr. Chard said in open court in this Chamber that if trading hours could be controlled—and those were his exact words—on a sensible basis, at least half of the chaos that had developed in the industry as a result of one-brand selling would be eliminated. I am sure I can speak for you, Sir, when I say that because of the evidence put forward that was one particular item which exercised the minds of members of the Royal Commission and,

as a result, the public has become educated to the use of roster stations and has enjoyed the facilities provided.

In view of what has been said this afternoon I want to make four particular references. I do not want to be personal about this matter at all, but I should like to comment on one statement made by the Minister. When I see someone having a shot at me I resent it and try to protect myself. However, in cases like this I believe that I, as a member of Parliament, represent the whole of this State; secondly I represent the province for which I have been elected; and thirdly I represent the people in that province, and they include grocers, butchers, bakers, garage proprietors, doctors, and everybody else. In my view, every other member in this Chamber has the same obligations.

I resented very much the Minister's inference that the Secretary of the Automobile Chamber of Commerce has used this matter as a political football to gain his own ends. Not long ago a threat was made to me by a member of an oil company. He said it jocularly, but nevertheless, it was a threat. He said, "If you vote for this Bill I will see that the next time you are up for election you will get opposition and you will lose your seat." The person concerned holds a high position in one of the oil companies, and I told him yesterday that I was going to mention this if the matter came up, and leave it at that.

I issue this challenge now: Any political party which is opposed to the one I represent can start selecting a candidate now in an attempt to beat me as the selected Labor candidate for the next election, and I will beat my opponent by 2,000 votes. I have no votes to lose and no votes to gain in regard to this matter, but I do resent it when Mr. Harry is charged in this House with making this matter a political football, and of using politics.

A few weeks ago I spoke in this House on some other question and I said that I had spoken to approximately 96 per cent. of the garage proprietors in the West Province, and all but two said that as far as they personally were concerned they wanted from Parliament the assistance which this Bill will give.

The Hon. R. C. Mattiske: Did you speak to any motorists in the West Province?

The Hon. R. Thompson: I am one.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. F. R. H. LAVERY: These garage proprietors are a genuine group of business people, the same as the members in this House who have business interests, and they are entitled to the same protection in regard to their livelihood. At all times the Automobile Chamber of Commerce has acted quite properly and has been loyal to the interests of its members. They, too, have honoured their obligations in regard to this matter, and did something

about the proposition put to them by the Royal Commission—that they and the oil companies should get together to work out a practicable roster system.

I know the chamber held several meetings, and some of them were held in Mr. Chard's own office. From those early meetings a roster system was evolved, and that is the point that must be remembered both by motorists outside this Chamber and members of Parliament in it. The Automobile Chamber of Commerce and the oil companies agreed to the roster system on one basis only, and that basis has never been varied unless by agreement with the companies concerned; and that was that each company retain as near as practicable its monthly gallonage or quota of the trade.

I do not care who is listening to me, or who reads what I have to say. The garage proprietors and executives of the oil companies will know that I am telling the truth, and that was the situation. As time has gone on there has been a happy relationship between the oil companies and the W.A.A.C.C. This move has resulted because the garage proprietors, owing to an increase in the salaries of their employees, find, despite the figures given by Mr. Jones, that it is uneconomical for them to trade on Sundays. A great number who are trading on the roster system on a week night are not even paying their electric light bill. At the weekends those roster stations have to employ extra labour to man their pumps, etc.

In order to be as co-operative as possible, Mr. Harry has tried to have this worked out so that the oil companies could retain their quota system. Again, so far as the question of the change in the number of garages is concerned, and also the question of the millions of gallons of petrol, we find that a new company has entered this field, and taken from the others in the original set-up a portion of their trade. I refer, of course, to the Golden Fleece stations. We also know there are other companies which will come here in the future.

While the Minister did not agree with my interjection, it is beyond denial that in 1956—when the Royal Commission was held—a proportionate number of garages were dominated by the companies themselves; they were under the control of the companies. For the most part the garages were leased from the oil companies. Over a period of six years, however, the position has changed materially; and whilst I am not prepared to give a figure, I suggest that at least 87 per cent. to 90 per cent. of the garages today are under lease from oil companies. In other words, those companies really control the garages.

I would refer in particular to one garage, which is in my electorate, where the proprietor has had the property under lease from the owner for nearly 26 years. At about the time the Royal Commission was sitting the Shell Company bought that

property, and made a very fine station of it. It is one of the best service stations in Canning Highway between Perth and Fremantle—though I do not say there is anything wrong with the others. This, however, is one of the best.

The gentleman who runs that service station now has to pay rent to the Shell Company for the garage; and, because of the situation relative to a certain number of gallons per month, he has to pay an increased rent, so much so that he has now reached the limit at which he can continue on an economic basis. He accordingly suggested to the company that at the end of his term he will leave the business and walk out; a business that he has built up, consisting of assets to the value of £8,000 or £9,000. He will now have to leave with nothing.

I use that particular garage as an example, because it provides a very efficient service. I refer of course to the Tip-Top Service Station at Melville. Everybody knows the Tip-Top Service Station. I know the proprietor. I am not challenging the oil company in any way; I am merely pointing to this example to refute the remarks made by Mr. Jones, and his suggestion as to how well the garage proprietors are doing. Mr. Miller of the Tip-Top Service Station is as well known as most other people in his line.

I repeat that the oil companies and the Automobile Chamber of Commerce came together and worked out a roster system on the basis of the gallonages that obtained before the system came into being. So far as I know, that has been carried on ever since. Earlier I rose rather heatedly on a remark by the Minister that I must have read, in *Hansard*, a speech by him when he was on this side of the Chamber. I would like to make it clear that I have not read the Minister's speech; nor have I been approached by the garage proprietors, or by anyone else.

I repeat, that I have not been approached by anybody; apart from some owners of garages in my province having said to me, "I hope you fellows can do something to help us about Sunday mornings." That is the only approach that has been made to me. I have not been given any evidence, or documents, in this matter at all.

As a matter of fact, I was not going to speak on this measure, and I would not have done so had it not been for certain remarks that were passed. I now wish to refer to the Royal Automobile Club. I remember Mr. Mortimer giving his evidence before the Royal Commission in a most forthright manner on behalf of the 52,000 motorists which his organisation then represented. He put up a very good case, so far as his organisation was concerned, as to why there should not be a curtailment of hours. We must remember, however, that that was six years ago; and today we have quite a different type of

motorcar and better roads; and apart from this there have been tremendous changes in our economic position—we even have the spectacle of the banks closing on Saturday. But that is another story.

We all know that in any legislation that comes from this Chamber, or from any other, somebody will probably derive benefit from it while, on the other hand, somebody else is likely to get hurt. For instance, the State will obtain the benefit from the £1 surcharge on third-party insurance, whereas the motorists will be hurt. Let us be fair about these things. Six years have passed, and we are now in 1962. With all respect to the Minister, I am sure that if he were sitting on this side of the House he would express the opinion that I am expressing now.

The Hon. A. F. Griffith: I would not.

The Hon. F. R. H. LAVERY: I believe the Minister would.

The Hon. A. F. Griffith: I believe I would not.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. F. R. H. LAVERY: The Minister said he was amazed at what Mr. Baxter had to say about the consumers. I am also amazed that in spite of all the advertising that is taking place on this matter, not one consumer in my district has approached me about it—and there are a great many working people in the area to which I refer; particularly that of the waterfront, and the wool stores and the like. No other suggestion has been made to me; not even a remark as to the possibility of the garage proprietors being closed on Sundays except, perhaps, that even if there were no rostered station in the immediate vicinity, the motorist may not have to go very far before he could get petrol. I want to be fair about this matter.

Mr. Jones referred to the travelling that country members do, and the inconvenience to which they would be put. I would point out that I have been to Dowerin and back today—I left before seven o'clock this morning. We did not have enough petrol to get there but we were able to get petrol at a station outside the city after 7 a.m. Mr. Jones said he could not get petrol on a Sunday morning, but I pointed out that he probably meant Sunday afternoon; that garages were open on Sunday morning, and to this he admitted.

The motorists will not be affected as a whole; though there may be the odd person who will be affected. I could tell a personal story about what happened to me shortly after the Royal Commission was held. I ran out of petrol, and I thought what a wonderful situation this was—for a Royal Commissioner who suggested roster stations to run out of petrol. But I was able to get the petrol I needed a little further on.

We know that if a doctor's car is stolen while he is on his way to see a patient he is always able to overcome the difficulty by borrowing a car from a friend, or in some other manner. This is not a political question, and members should vote as they please. I am sorry the Minister should suggest there is anything political about this.

The Hon. A. R. Jones: A man will have to carry a 40-gallon drum around with him.

The Hon. F. R. H. LAVERY: While a man is not allowed to put a 40-gallon drum in his garage because of his insurance policy, there is nothing to stop him from carrying a properly sealed one-gallon tin in his car. If members go to my car now they will find a two-gallon drum which I carry for emergencies.

The Hon. A. R. Jones: I will ring you up if I am in trouble.

The Hon. F. R. H. LAVERY: It will be a pleasure. The W.A. Automobile Chamber of Commerce and the oil companies worked this roster system out so that the companies would retain their quota of gallonages throughout the rostered area. I support the Bill.

THE HON. C. R. ABBEY (Central) [5.12 p.m.]: I should say at the outset that I have no intention at all of supporting the Bill.

The Hon. E. M. Davies: I did not expect you would.

The Hon. C. R. ABBEY: Perhaps not. I would also say, however, that the matter requires very close examination. I say that advisedly, because I feel we should perhaps have some thought for the situation in which the service stations find themselves with the roster system. I do not think it is a very suitable arrangement at all at the moment.

I feel, however, it is certainly not a matter for the Automobile Chamber of Commerce to decide; and that appears to be the intention of this Bill. I have always felt that in matters of this kind it is the province and right of the Government to decide the issue; and I sincerely hope the Government will, on a future occasion, bring legislation forward to improve the situation if this Bill is defeated.

The Hon. E. M. Davies: I thought it was the right of Parliament to do that.

The Hon. C. R. ABBEY: That is so. Too little regard has been paid by some speakers to the consumers' angle in this problem. We have a situation in this State where the metropolitan area and some large country towns are rostered. I would say that if the number of service stations were doubled in Northam that would probably be adequate. But I cannot agree that a doubling of the service stations in the metropolitan area would meet the position if there were no Sunday morning service given by any of the stations. I have felt

for a long time that the inadequacy of the availability of petrol on the main highways should have been attended to long since. We have the position where, from Victoria Park to as far south as Byford, there is, perhaps, only one station—and I say perhaps—in that long stretch of road. There are possibly others off, and in the vicinity of, highways. That is not a satisfactory situation.

I consider it to be the duty of the Government to bring forward more satisfactory legislation, and the Minister for Mines has indicated that this is possibly within the thinking of the Government. At beach resorts during holidays and week-ends there is the need to provide a service to the motoring public; in these places a great deal of petrol is sold during both winter and summer, because of the large number of people who frequent those resorts at week-ends.

Service stations in Safety Bay and Rockingham would not think of supporting the measure, because the week-ends provide the largest and most profitable periods of trading. A similar situation pertains in many other districts around the city, and along the highways. The present situation is not satisfactory, and I would like to see a great improvement made. It would be possible to effect an improvement if the control of this matter was outside the jurisdiction of the Automobile Chamber of Commerce.

The Hon. F. R. H. Lavery: That chamber and the oil companies make the arrangement between themselves.

The Hon. C. R. ABBEY: That is so, but I do not think it is a satisfactory arrangement.

The Hon. F. R. H. Lavery: The Royal Commission suggested that method.

The Hon. C. R. ABBEY: There is one aspect on which I support those who are in favour of this Bill. If there was a larger number of rostered stations the travelling public would be better served, not only with regard to petrol on Sundays, but also with regard to an emergency mechanical service.

I suppose most of us have on occasions required mechanical service to our vehicles on Sundays. I can recall having mechanical trouble on one occasion and being assisted by a rostered station in the vicinity. It is quite common for motorists to have punctures, tyre blow-outs, or broken fan belts on Sundays, even with cars which are in good order.

I would like to see the introduction of many more rostered stations during week-ends—a much greater number than is envisaged in the Bill; but regard would have to be given to the location of such stations. They should be placed along highways and at resorts where people congregate.

The Hon. A. R. Jones: That would preclude some service stations located off highways from being placed on the roster.

The Hon. C. R. ABBEY: I do not mean it that way. Adequate provision for the supply of petrol and emergency mechanical service in important and busy centres should be made. I agree with the comment that service stations favourably situated will receive the major portion of Sunday trade; if that is correct then that is where the service is required by the public.

It may happen that service stations located off highways will not receive enough trade to justify their opening on Sundays, but after all the operators selected the sites.

The Hon. F. R. H. Lavery: The oil companies select the sites now.

The Hon. C. R. ABBEY: I suppose they do, seeing they own most of the service stations, but that is not sufficient justification for not providing a service where it is required.

I draw attention to what will happen if the Bill is passed. At Northam there could possibly be two service stations rostered on Sundays out of a total of 21 in the town. No doubt two would be sufficient to serve the needs of the travelling public in that area. However, out of the 453 service stations in the metropolitan area there would only be 24 open on Sundays, and that number would be quite insufficient to meet the needs of the motoring public. In view of the conditions which pertain in areas served by rostered stations, much more is needed to meet the requirements of the motoring public than is sought in the Bill. Therefore I cannot support it.

THE HON. J. D. TEAHAN (North-East) [5.21 p.m.]: I intend to support this Bill. From what has been said, members who favour the defeat of the Bill so that service stations will be compelled to remain open on Sunday morning support the action of the oil companies that have brought about this situation.

There are 453 service stations in the metropolitan area, and if the Bill is defeated we will, in effect, be saying to those operators, "You will have to remain open on Sunday morning to dispense petrol." There is, say, an average of three workers at a service station each Sunday morning, and the total number of employees involved would be 1,300 to 1,400. All those people would be denied leisure on Sundays. Some service stations which are required to remain open on Sunday morning do not receive a great deal of trade.

It has been claimed that those supporting the Bill are not thinking of the motorist, but I want to point out that the motorist is being protected. I come from the district of Kalgoorlie-Boulder where there are rostered stations. While initially, with the start of the rostering, the people were thrown out of gear, we learned to acquire our petrol needs for the week-end

on the Friday or Saturday morning. The people there got over the problem of petrol for the week-end, and the service station operators were able to enjoy a day of leisure on Sunday.

Under the proposal in the Bill the number of rostered stations in the metropolitan area is to be increased from 12 to 24; that will mean one service station to serve one mile of highway.

The Hon. A. F. Griffith: Can you give any information to substantiate that statement?

The Hon. J. D. TEAHAN: There are to be 24 rostered stations, and the distance between Midland Junction and Fremantle, via Perth, is 24 miles, so it works out at approximately one service station to the mile. That is the strongest point of my argument.

The Hon. A. F. Griffith: I think it is the weakest.

The Hon. J. D. TEAHAN: Not many people are prepared to lose their day of leisure on Sunday. Among the motorists who require service on Sundays, there could be, say, bank clerks and bank managers—the very people who came in force to our galleries—who sought a five-day week for their industry; yet they want to deny the service station operators a day of leisure on Sunday. Other motorists who require a service from rostered stations on Sunday could include, say, plumbers, carpenters, fitters and turners, etc.; and they are the very people who have their week-ends free. Many of these people refuse to work over the week-end. Even when the management asks them to work overtime on Sunday they often refuse, because they hold that the five-day week should provide them with the means to live comfortably.

Whilst many of us enjoy days of leisure on Saturday and Sunday, we are not prepared to give to service station operators the same privilege. At present the service station operator knocks off at 12 noon on Sunday, and it is 1 p.m. by the time he reaches home. He is unable to participate in organised sport on that day. Under our way of life organised sport and entertainment are provided on Saturday and Sunday, but service station operators are denied these things.

In this regard we seem to be a little selfish. We should be unselfish. If one were to ask a motorist purchasing petrol on a Sunday morning whether he could have obtained the petrol on the Saturday, in many cases he would answer in the affirmative. There would be only the odd motorist who could not have done so, because he did not have the cash on Saturday to purchase his petrol supply for Sunday, or some other reason. To ensure that these odd cases are catered for an arrangement is to be made to roster a service station along every mile or so of the highway.

If the Bill is passed service station operators will be able to enjoy the days of leisure at week-ends along with the rest of the community. I shall not labour the point except to say that we should be less selfish in our attitude. I support the second reading.

THE HON. J. G. HISLOP (Metropolitan) [5.27 p.m.]: I voted against the original measure in 1957 for several reasons; the two main ones being that, firstly, there was to be no control exercised by the Minister over the provisions of the Bill, and, secondly, we would be depriving people who had established a service to the community on Sunday of part of their occupation, as a result of which the public would lose a service. For those two reasons I voted against that measure.

Today those two difficulties still remain in respect of the metropolitan area. If the Bill is passed those who will be responsible for deciding how the rostered service is to be provided to the public are the members of the Automobile Chamber of Commerce. I cannot recall any measure which passed through this Parliament and under which the Minister did not have some control over the service that was to be given to the public.

One member made a most astonishing comment when he said that the oil companies and the Automobile Chamber of Commerce got together and worked out this roster system. Surely the third party in the arrangement was missing! Apparently it is to be an arrangement between the two bodies mentioned under which the oil companies will maintain their monthly quota of petrol sales.

The Hon. F. R. H. Lavery: I said that. It was in the evidence given to the Royal Commission.

The Hon. J. G. HISLOP: Whether or not that arrangement suits the public has not been considered. What counts is that the quota of sales of each oil company should be maintained. What will happen if the roster system is made on that basis? Some districts in the metropolitan area will, as a result, be poorly served by service stations.

The Hon. F. R. H. Lavery: That has occurred at times, too.

The Hon. J. G. HISLOP: Is that just?

The Hon. F. R. H. Lavery: That situation has been adjusted.

The Hon. J. G. HISLOP: The first thing to do would be to remedy that; and if present position is to continue the consuming public also should sit in on the committee which adjusts this roster. The only way the public can sit in is through its Government. Therefore there is only one answer and that is that the Minister must be included. I cannot see any other answer.

Mr. Baxter provided me with some very interesting figures. He said that there were 350 petrol stations open on Sunday morning and that they would possibly average about 150 gallons each. Is that true?

The Hon. N. E. Baxter: That is correct.

The Hon. J. G. HISLOP: That would cost £2 14s. and would bring in about £3 15s.

The Hon. N. E. Baxter: That is correct.

The Hon. J. G. HISLOP: So they actually make £1. Let us have a look at the situation.

The Hon. L. A. Logan: What about the other services they do as well?

The Hon. J. G. HISLOP: I do not know what they do.

The Hon. L. A. Logan: Lubrications and all the rest of it.

The Hon. A. R. Jones: They are too busy to do anything else.

The Hon. R. F. Hutchison: They are not out my way.

The Hon. J. G. HISLOP: If there are 350 stations selling 150 gallons each, they will sell between them 52,500 gallons. That is a lot of petrol. The Minister said that 60,000,000 gallons a year are sold; and on that basis, the figures given by Mr. Baxter would be correct—52,000 gallons would be sold on the Sunday morning. If we decide to divide this up between 24 stations, they would sell something over 3,000 gallons each and, on the basis of £1 being made by the 350 service stations for 150 gallons each, the 24 would be making £20 a morning clear. That would be good business.

The Hon. N. E. Baxter: On the roster it is a full day.

The Hon. J. G. HISLOP: That would be more then, because this is for only half a day.

The Hon. L. A. Logan: That is right; from 9 till 12.

The Hon. J. G. HISLOP: This is after the wages have been paid. I was told they would receive £3 15s. a week odd and their expenses would be £2 14s.

The Hon. N. E. Baxter: For 150 gallons in the morning.

The Hon. J. G. HISLOP: Yes.

The Hon. F. R. H. Lavery: On your basis they would sell 2,000 gallons in 16 hours.

The Hon. J. G. HISLOP: Oh no.

The Hon. F. R. H. Lavery: Oh yes.

The Hon. J. G. HISLOP: Oh no.

The PRESIDENT (The Hon. L. C. Diver): Order!

The Hon. J. G. HISLOP: I am only talking of the figures which were mentioned and what I have worked out from them. If the number of roster stations was reduced to 12, they would be making

anything up to £40 a day. Therefore, I cannot see any reason why the price should be increased by 1½d.

The Hon. N. E. Baxter: It is only once in every seven weeks, don't forget. It is not every Sunday.

The Hon. J. G. HISLOP: I know. Out of the 452 service stations, 24 are going to be generously provided. That means that one out of every 25 stations is going to give a service to the public.

The Hon. N. E. Baxter: There are only 16 on roster in a much larger Australian city.

The Hon. J. G. HISLOP: I do not mind what they do elsewhere. I am concerned with what will be the situation for consumers here. I cannot see how they can affect one another if there is only one out of 25 open.

The main factor behind the request for this legislation is that it is now essential to pay double time to the assistants in garages on Sunday mornings. That is the point which has brought the matter to a head. Mr. Teahan made a heartfelt appeal for those people who were working at week-ends on service stations. He stated we were actually depriving them of their leisure time. He mentioned that the bank clerks came here in great numbers and demanded a five-day week. It is commonly mooted that the granting of that request has given the bank clerks the opportunity of taking posts elsewhere.

The Hon. R. Thompson: Helping the T.A.B.

The Hon. J. G. HISLOP: Yes. So my heart bleeds for the person who is given a five-day week and who is compelled to take on a job of his own accord at the week-end. It really makes me sob. I think someone would sob for me if I did the same thing! However, these are side issues.

No matter what we decide on this legislation we are going to do an injustice to someone somewhere. There are garages which have made a special feature of providing parking facilities. If we prevent them from selling petrol on a Sunday morning, they will still have to remain open to provide the parking facilities. They will still have to pay an attendant to provide that service to the public—a service which is needed in the heart of the city.

I thoroughly agree with the contention of the R.A.C. that a central permanent station is required. Before the original legislation came into force, there were two all-night stations, one being the Tivoli and the other Anderson's garage. The public was thoroughly satisfied with the treatment and service it received. That is one of the reasons I voted against that legislation. It destroyed that service. The pity is that if we introduced that system again, there would be nobody who would be desirous of staying open after midnight. But there are people who come from the

country and who require to leave early next morning, but they have to wait until 7 a.m. before they can obtain petrol. The whole service to the people has been absurd.

This situation requires further careful consideration, if we are to make any alterations. If we pass this Bill we would be doing a complete wrong to the public of Western Australia, and I certainly do not want to do that. My feeling is that a real solution to this problem should be worked out on a common basis and that is the best service we can give to the greatest number.

I would repeat now what I stated in 1957 when the legislation was before us. The R.A.C. made a great mistake in not being willing to take part in the organisation of this roster system. If I remember rightly, it refused to be associated with it. That organisation had been written to because its services had been suggested but it still refused. It could have represented the consumers, and a roster might have been provided whereby everyone was satisfied instead of a roster dealing with the requirements of two parties and leaving the other out. My intention at the moment is to vote against this Bill.

THE HON. R. C. MATTISKE (Metropolitan) [5.40 p.m.]: This is a young and prosperous State and one which has made tremendous strides in the last decade. It has a very bright future.

In the growth of the State we must profit by the experience and the advice gained from others in different parts of the world. If we would care to give a little thought to the matter or to travel a little we would see there is a tendency right throughout the world for a greater span of hours in commerce and industry—not to restrict the span. In the large cities of America and the Orient, and no doubt in Europe, there are large department stores which are open or available to the public at any hour of the day and, in most countries, on any day of the week.

The Hon. E. M. Davies: Did you read about the white elephant service station in America?

The Hon. R. C. MATTISKE: I have heard enough about white elephants this afternoon and I do not intend to be misled by that. If we are going to be a modern community then we must surely follow the lead which has been given by other countries, which have been developed for a far longer time than we have. Do not misunderstand my meaning. I do not suggest for one moment we should work any more than a 40-hour week. I am not advocating that those who are in employment should work 44 hours or a greater number of hours in each week. What I am advocating is that the span of hours during which various services should be available to the public should be increased considerably.

We all realise that in our type of economy it has always been desired that Sunday should be a day of worship; but I think we shall have to modify our thinking on such matters. There is no reason at all why worship should be restricted to Sunday.

The Hon. L. A. Logan: It should be on every day of the week.

The Hon. R. C. MATTISKE: It should be possible, and it is, for people to worship on any day of the week. I feel that it does not affect religion in any way at all if a person worships on Monday, Tuesday, or Sunday, or whether he works on Monday, Tuesday, or Sunday. Similarly with the day of rest. It is essential we should have one or even two days of rest per week. As we make further progress it is possible that there may be three days of rest per week. However, those days of rest should be staggered so that at any time during the week various services will be available to the general public.

If we do not feel that way, we must naturally feel the situation should be the opposite—that there should be a restriction on the span of working hours. This would mean, of course, the same five-day week for everyone. How would the situation be if we had no-one providing electricity on a Saturday or Sunday because those people are entitled to their days of rest the same as everyone else? If it is to be generally recognised that Saturdays and Sundays are days of rest, then I think their claim for the days off would be very just. Similarly, what about the medical profession? It would be a fine state of affairs if someone took ill on a Sunday morning, went to a doctor, and was told that the doctor was enjoying a rostered day off.

The Hon. E. M. Davies: They have a roster system now.

The Hon. L. A. Logan: What about your members of Parliament?

The Hon. R. C. MATTISKE: What about the housewives? I am surprised Mrs. Hutchison has not come in on this one. Housewives are expected to work seven days a week. So we can go to the extreme that some would drive us to in having Sunday a complete close-down; and I think that would be a very bad thing for the economy.

In regard to this particular measure, it has been pointed out by various speakers that it is necessary that the travelling public should have the convenience of petrol on Sundays. I feel sorry for those who are obliged to work on Sunday morning, but they will still have to work on certain Sunday mornings if they are on a double or a treble roster system. But the whole point is this: They knew in most cases before they entered this type of employment what the working hours were, and therefore I think it is of no use their

going into a particular industry or a particular type of commerce and then trying to have the conditions varied to suit their requirements. We must not lose sight of that fact.

In certain cases where, through mechanical means, the public can be served, all right; let us do that. But would the advocates of the closing of service stations on Sunday morning be happy if mechanical means were introduced to serve petrol, not only on Sunday and at night time, but at any time during the week? I feel sure that those who are advocating the closing of service stations on Sunday, and who are forcing the people who are responsible for the distribution of petrol into thinking of mechanical means of distribution will regret it very much in the not-far-distant future if mechanical means are employed.

Therefore, I do urge the House to give serious consideration to any future moves that may be made, because it is imperative that the public wants should be provided for.

For Mr. Lavery to say that this is not a political football is so much idle talk. If I am proved wrong by the vote—if any member of Mr. Lavery's party votes against this measure, then on the third reading I will apologise to him for using those words; but, I repeat, it is a political football, and one need only read the many references in the Press over the past few years on this particular subject to appreciate that. Therefore, do not let us fool ourselves on this point. I urge the House to give very careful thought to the measure, and to oppose it.

THE HON. E. M. HEENAN (North-East) [5.48 p.m.]: Reiterating the remarks of the previous speaker, I urge members to give this matter very careful consideration and to support the measure.

We in Australia pride ourselves on the characteristic of giving all people a fair go; and that is exactly what this small measure proposes to do. It proposes to give a fair go to the section of the community who follow the business of retailing petrol and other motoring requirements.

The Factories and Shops Act now provides that the ordinary trading hours for Sunday morning are between 9 o'clock and 12 noon—three hours. The Bill proposes to delete that period; that is all there is to it. It seeks to delete the Sunday morning period of three hours and to replace it with an extended system of rostering.

Dealing now with my first proposition, I think everyone will agree that in fairness we owe an obligation to each section of the community to provide reasonable working conditions. Service station proprietors now work every day in the week. They work from seven o'clock in the morning until seven o'clock at night on five days of the week—much longer hours than the

majority of people are called upon to work. They do not have Saturday morning off, as many of us do; they work from 7 a.m. to 1 p.m. to cater for the public; and on Sunday morning they are the victims of a set of circumstances which makes it obligatory for them to work from 9 a.m. until 12 noon.

I do not think it requires any argument on my part to convince members that those are long hours for anyone engaged in business to have to work in order to earn a livelihood; and I think there is ample justification for this attempt to do something about that state of affairs.

It has been alleged in the words of the Minister for Mines that I have completely forgotten the consumer. These are his exact words—"Mr. Heenan completely forgot the consumer. He made out no case for the average consumer."

The Hon. C. R. Abbey: I thought that, too.

The Hon. E. M. HEENAN: Let me try to do the best I can to answer that proposition, because I think I did make out a case for the consumer. Before I get on to that exact topic, my friend Mr. Mattiske mentioned doctors and said how unfortunate it would be if we could not get doctors at all times. But we know for a fact that very few doctors work these hours; very few doctors work on Saturday afternoon and on Sunday. They have a roster system which meets their convenience—and justifiably so—because, in fact, no other section of the community in my opinion has a heavier responsibility, or works harder, than the doctors; and the community, in their desire to give everyone a fair go, do not object to doctors taking Saturday afternoon and Sunday off, and allowing a few of their colleagues here and there to look after the most urgent requirements of the public.

The Hon. R. C. Mattiske: That is my point: they have a long span of hours, but a limited number of hours for each individual doctor.

The Hon. E. M. HEENAN: What about the bakers, the chemists, the police, the milkmen, and others? Is it not the desire of the community to give them all a fair go and not insist on a set of circumstances which compels them to work unreasonable hours?

Dealing with the Minister's assertion that I completely forgot the consumer—that I made out no case for the average consumer—I say it is utterly incorrect. I am vitally concerned with the interests of the consumer because the party I belong to is intensely interested in the welfare of the average person; and the consumers, in the great majority of cases, are working people.

I deny emphatically the assertion made by the Minister and others that I am indifferent to the requirements of the consumer. I have myself to consider, and I

also have my friends and the welfare of the community in general to consider. I fail to see how, if this system which compels service station operators to work for three hours on Sunday morning is varied to some extent, the consumers are going to be adversely affected.

The Hon. R. C. Mattiske: They are not compelled at the moment to remain open on Sunday.

The Hon. E. M. HEENAN: I did my best when I moved the second reading of the Bill to explain that there is a set of circumstances which, I am sure, all other members will agree more or less compels every service station to open on Sunday morning. It is just a set of circumstances which has grown up, but the over-all effect is that a service station proprietor cannot afford to close, otherwise he will lose his regular customers.

The Hon. R. C. Mattiske: Therefore it is not compulsory.

The Hon. E. M. HEENAN: I will agree with the honourable member that it is not compulsory as far as the law is concerned, but I hope he will have the commonsense and logic to realise that the set of circumstances does, in effect, compel them to open.

Getting back to the assertion of the Minister regarding my lack of interest in the customer: What about the attitude of the Royal Automobile Club, that everyone has so glibly overlooked? Members have heard what I read in my second reading speech yesterday, and I take it that every member has read this morning's issue of *The West Australian* and knows that the Royal Automobile Club says that our emergency service is the best in Australia.

The Hon. F. R. H. Lavery: It is, too.

The Hon. E. M. HEENAN: It also says that the system proposed in the Bill could result in a better service for motorists; and it says, in contradistinction to what Mr. Logan said, that its observations disclosed that the maximum use is made of rostered stations on Saturday evenings and Sunday afternoons.

The Hon. L. A. Logan: Who said that?

The Hon. E. M. HEENAN: Let the Minister inquire—

The Hon. L. A. Logan: You read what I said!

The Hon. E. M. HEENAN: I will tell the Minister what he said! He said that there was a great amount of petrol sold on Sunday morning.

The Hon. L. A. Logan: I said that, by visual education, service stations were well patronised on Sundays.

The Hon. E. M. HEENAN: The Minister's visual education is not as sharp as it has been.

The Hon. L. A. Logan: You have not been around at all; you have admitted that!

The Hon. E. M. HEENAN: We know for a fact that very few people go out motoring on Sunday morning.

The Hon. L. A. Logan: Pull your head in! I am sorry, Mr. President.

The Hon. E. M. HEENAN: Let members look at the roads on a Sunday afternoon and they will see that that is when the average motorist goes out driving. That is my experience. I have the word and the assurance of the people who operate these service stations on Sunday afternoon that that is the time when they sell the great majority of petrol. That is borne out by the statement of the organisation which represents the motoring public and which supports this measure.

The Hon. A. R. Jones: We should put in the word "suppose."

The Hon. E. M. HEENAN: I am sure the members of the Royal Automobile Club—men like Sir Thomas Meagher and others—will be delighted to hear the insinuation that they are only supposed to represent the motorist. I have always found it to be an excellent organisation. If the average motorist is in trouble its patrol officers are always at hand to help him. Also, the club makes road surveys, supplies maps, and provides every reasonable amenity for the motorist, and I do not think any section of the motoring public is not served well by the Royal Automobile Club.

The proposal in this Bill is to double the number of rostered stations on Saturday afternoon and all day Sunday. At present the rostered service stations now operating satisfy the needs of the motoring public on Saturday afternoons and their number is to be doubled. I frequently purchase petrol on Sunday afternoons from rostered service stations and I have experienced no difficulty in finding one. Invariably I do not have to travel very far to obtain my petrol. The Automobile Chamber of Commerce goes to the expense and trouble of publishing a list in the newspapers of rostered service stations operating on the week-end. The club also erects directional signs on the roads, and motorists are fairly well catered for on Sunday afternoon.

The Hon. R. C. Mattiske: I am surprised at you getting petrol on Sunday afternoon; you are the one who wants people to have a day off.

The Hon. E. M. HEENAN: That sneering remark is typical of the attitude adopted in these debates by the honourable member.

The Hon. R. C. Mattiske: It is not a sneering remark. It is a perfectly plain statement.

The Hon. E. M. HEENAN: I regard it as a sneering remark. The honourable member's contribution to the debate, in my estimation, has been the weakest—

Point of Order

The Hon. R. C. MATTISKE: Mr. President, on a point of order, may I ask for a withdrawal of those words by the honourable member?

The Hon. F. J. S. Wise: Getting touchy, are you not? You don't like to take it do you! You like to insinuate and give it, but you cannot take it.

The Hon. E. M. HEENAN: I withdraw the remark, Mr. President; the honourable member did his best.

The Hon. R. C. Mattiske: I always do.

The Hon. R. F. Hutchison: That is so true.

Debate Resumed on Motion

The Hon. E. M. HEENAN: I intend to pass a few remarks regarding the attitude shown by Mr. Jones which seemed to be dictated largely by his unfortunate experience of running out of petrol on Sunday morning, and finding difficulty in locating these rostered service stations. He went on to say, "I believe I should be able to get service whenever I want it." That is his outlook. He expects a doctor to treat him whenever he desires his services. He expects to be able to buy bread whenever he wants it, to buy petrol at all times, and so on.

I do not think that attitude is in keeping with the general outlook of most members. He would like to repeal the legislation that provides for one-brand petrol service stations despite the findings of the Royal Commission published on page 26 of its report. On that page the commission finds that there is no evidence that consumers are prejudiced or inconvenienced by the present one-brand system of selling petrol.

Sitting suspended from 6.10 to 7.30 p.m.

The Hon. E. M. HEENAN: Before the tea suspension I was well on my way to the conclusion of my remarks in support of the Bill. There were just a couple of misapprehensions on the part of Mr. Jones and Dr. Hislop who are under the belief that the power of the Minister will be taken away if this measure is adopted. From my reading of the Act, that is not so. Whatever system of rostering is agreed to by the Automobile Chamber of Commerce and the Royal Automobile Club, will I understand, have to have the sanction of the Minister; and if he does not approve of the system proposed by those two bodies, he can make recommendations or take whatever steps he now can take.

The Hon. A. F. Griffith: I would like you to show me where it says that in the Act.

The Hon. J. G. Hislop: It is not in the Act at all.

The Hon. E. M. HEENAN: Whatever the Minister's powers are at present—

The Hon. A. F. Griffith: How do you take away nothing from nothing?

The Hon. E. M. HEENAN: —they will not be taken away by this Bill.

The Hon. A. F. Griffith: I repeat: How do you take nothing from nothing?

The Hon. E. M. HEENAN: I gather that that interjection means that at the present time the Minister has no say.

The Hon. A. F. Griffith: I cannot see that he has any say. I would like to know if I am wrong. Look at section 100 of the Factories and Shops Act.

The Hon. E. M. HEENAN: My point is this: Mr. Jones and Dr. Hislop have asserted that this Bill is going to take away the powers of the Minister.

The Hon. A. R. Jones: I made no reference to it.

The Hon. E. M. HEENAN: This Bill has nothing to do with whatever powers the Minister now has.

The Hon. A. F. Griffith: That is just the point.

The Hon. E. M. HEENAN: I must admit I have not had time to make a careful study of the Act, but if members will look at the 1957 amendment they will see the Minister has the right to prescribe zones for certain shops and if the shops in those zones do not supply goods to the public within extraordinary hours, their representative body confers with the Minister, and then the Minister has certain powers. While I am continuing my remarks I shall be grateful if anyone who is doubtful on the point will look up the 1957 amendment to the Act on pages, 3, 4, and 5.

The Royal Automobile Club of W.A. is specifically mentioned; and it is certainly mentioned for some purpose. Further, let me make this clear; this Bill does not derogate in any way from whatever prerogatives the Minister has now under the Act. During the few minutes I am going to continue speaking, I would be pleased if Dr. Hislop, and others who are concerned about the point, will do me the credit of having a look at the Act.

The Hon. A. F. Griffith: Would you let me supply you with my copy of the Act so you can tell us what is in section 100?

The Hon. E. M. HEENAN: I have my own copy.

The Hon. A. F. Griffith: I would like you to tell us.

The Hon. E. M. HEENAN: I do not think your copy is any different from mine. I am going to move on to a couple of other points.

The Hon. A. F. Griffith: Why move off this; it is most important.

The Hon. E. M. HEENAN: I am going to move to a couple of other points and mention that in Brisbane where the population is 578,000 there are 16 roster stations on a Sunday; and I understand they close at 6 p.m. As we know, the population of Perth is much below that figure and under this proposal there will be 24 roster stations.

I venture to say that if that number proves to be inadequate it will be increased, because I assert again that this scheme has been worked out in collaboration with the petrol stations on the one hand and the Royal Automobile Club on the other. I think we can agree that both these bodies are anxious to retain good public relations; and I am sure there is no desire on either part to deprive the public of their reasonable requirements.

I again stress the attitude of the Royal Automobile Club which is composed of men of high standing in the community, and is an organisation that has rendered a signal service to the motoring public over many years. I am sure that members will be satisfied this matter has received the most careful consideration of that organisation; and it will not let the public in for something that will do them an injustice or cause them any inconvenience.

That organisation has been very forthright in its attitude. Only this morning it asserted publicly this Bill could be an improvement on the system that is now operating. I am not going to quarrel with some of the figures that were read out by Mr. Jones and which were apropos and very interesting; but my information is that whereas in 1957 most of the petrol was sold through the petrol stations, approximately only 65 per cent. of petrol in Western Australia is now sold through that medium, the balance going through other channels, the trade name of which I forget for the moment.

The Hon. J. G. Hislop: Other outlets.

The Hon. E. M. HEENAN: Yes. I greatly regret that some members regard this matter as being a political football, to use their own words. I am sorry that the Minister referred to Mr. Harry in the way he did; and I am sure he will be sorry himself because Mr. Harry is the secretary of this worthy organisation which represents the retailers of petrol.

It is a large organisation and he has held the position for many years. I understand that Mr. Harry is not only highly respected by his own organisation but also in the community. Of course, it is his function to try to improve the conditions under which his members are operating. I had the pleasure of meeting Mr. Harry when I was a member of the Honorary Royal Commission; and I am sure I can speak for you, Sir, and the other members of that commission when I say that we all formed the highest opinion of him and that he assisted the commission in the findings ultimately arrived at.

I am sure everyone will regret it if this measure comes to be treated in the nature of a political football. I know nothing about it. I have not been inundated by

correspondence or by undue representations being made to me. It is a pity that apparently the negotiations with the Government broke down at some stage. I am unable to say where the fault lies. Apparently the proposition did not meet with the approval of the Minister who was handling it and there was some delay in implementing it. I do not think we can blame the organisation for pursuing the matter further and bringing it before Parliament in this way. That is the way our democratic system operates. I do not see that members on the Government side should take umbrage at that state of affairs.

I am sure it is the wish of the Automobile Chamber of Commerce and the Royal Automobile Club that this matter be dealt with purely on its merits and, if possible, on a non-party basis. Actually, we of the Labor Party are concerned mainly with the welfare of the general public. I am sure that even members who have spoken against the measure will not arrogate to themselves that sole responsibility. We share that responsibility with them. We are not out to do something for a body of businessmen which will be detrimental to the great majority of people whom we represent. I am sure we are not unique in aspiring to attain reasonable working conditions which just about every section of the community enjoys.

That is our constant aim, namely, to improve our standard of work and our standard of living; and we might, perhaps, recall those hours I quoted earlier: From seven in the morning until seven at night for five days a week; on Saturday mornings from seven o'clock until one o'clock; and on Sunday mornings. I think that is a bit hard. I do not think the public in general want to insist on those hours, provided, of course, we can do something to ensure that their adequate requirements are met.

It is generally known that a service station is a one-man business. That has been my experience; and the proprietors are not in a position to employ labour at expensive rates, especially over the week-end. The result is that in order to maintain their businesses they have to work these abnormal hours.

This industry was in a fairly chaotic condition before the Honorary Royal Commission sat. I think that the members of the commission, who are present in this House, will agree with me on that point. We came to the conclusion that the one-brand system was not operating adversely to the public welfare, and that it had undoubtedly come to stay. Our State is growing and the number of petrol stations is increasing. In the majority of cases I think that the buildings which have been put up are ornamental, and, with the increase in the number of motorists, I hope

they will be justified. I am sure it is the wish of all of us that these people will be able to make a satisfactory living.

I patronise a station at Walcott Street, Mt. Lawley, which is operated by two brothers. They work very hard throughout the week. They are the only persons I have consulted with regard to this measure, and they are wholly in support of it. They are hoping it will be passed, because they work all the week; they work Saturday mornings, and they find themselves in a position where they have to work Sunday mornings and occasionally on Sunday afternoons.

Finally, I urge members to have faith in the viewpoint of the Royal Automobile Club and to have confidence in the other body; because between the two of them they have given good service to the motoring public and it is their desire that they should continue to do so. If we pass this measure we will extend a measure of justice to a considerable number of men in the community who do not at present enjoy reasonable hours for working, which most other people in the community enjoy. I hope I did not voice my arguments too vehemently when I was speaking prior to the tea suspension. If, in the course of my remarks, I inadvertently caused offence to anyone, I regret it.

Question put and a division taken with the following result:—

Ayes—13

Hon. N. E. Baxter	Hon. H. C. Strickland
Hon. E. M. Davies	Hon. R. H. C. Stubbs
Hon. J. J. Garrigan	Hon. J. D. Teahan
Hon. W. R. Hall	Hon. R. Thompson
Hon. E. M. Heenan	Hon. F. J. S. Wise
Hon. R. F. Hutchison	Hon. W. F. Willesee
Hon. F. R. H. Lavery	(Teller.)

Noes—14

Hon. C. R. Abbey	Hon. R. C. Mattiske
Hon. A. F. Griffith	Hon. H. R. Robinson
Hon. J. G. Hislop	Hon. C. H. Simpson
Hon. A. R. Jones	Hon. S. T. Thompson
Hon. L. A. Logan	Hon. H. K. Watson
Hon. A. L. Loton	Hon. F. D. Willmott
Hon. G. C. MacKinnon	Hon. J. Murray
	(Teller.)

Pair

Aye	No
Hon. G. Bennetts	Hon. J. M. Thomson

Majority against—1.

Question thus negated.

Bill defeated.

FRUIT CASES ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. L. A. Logan (Minister for Local Government), read a first time.

METROPOLITAN WATER SUPPLY, SEWERAGE, AND DRAINAGE ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. L. A. Logan (Minister for Local Government), read a first time.

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [7.59 p.m.]: I move—

That the Bill be now read a second time.

Legislation was passed in 1960 amending the Metropolitan Water Supply, Sewerage, and Drainage Act, 1909, to include provision in section 90 for a lesser water rate to be levied on land carrying private dwelling houses than on land not so used.

The amending Act also made provision under section 89A for objections against classifications of land to be heard and determined by the appeal board which was constituted under section 86A. A lesser rate was introduced on the 1st July, 1961, and is still in force.

Flats were excluded from the entitlement to the lesser rate, on the grounds that the land on which such accommodation is erected did not come within the classification of land used for residential purposes as defined in section 90 (3) (a) and (b).

Several objections were lodged by ratepayers being owner-occupiers of multiple "home units". These were presented on the grounds that each unit was privately owned by the ratepayer occupying it, and was in fact, the private residence of its owner.

The term "multiple home units" refers to a block of residential units in which each unit is self-contained and self-owned. The owners are registered at the Titles Office because each holds a definite share or proportion in the whole of the land on which the building stands. Each unit is referred to as a "home unit".

The appeal board, upon hearing the objections, held that the land the subject of the disputed classification did not come within the meaning of land used for residential purposes under section 90 of the Act. The objections had therefore to be disallowed.

Representations were subsequently made to the Government by a group of these objectors. It was later decided that further legislation should be introduced to enable the lesser water rate now applicable to private dwelling houses, to be extended to owner-occupied home units. The lesser rate is also to apply to a separate flat where such is occupied by the owner.

The amendment now introduced is designed to extend the lesser water rate to those two categories of ratepayers.

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

AGRICULTURAL PRODUCTS ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [8.1 p.m.]: I move—

That the Bill be now read a second time.

This Bill has to do with the marketing of apples.

Members will recall that the very heavy apple production last year and a reconstructed market produced many problems to both producers and distributors. Because export prices were reduced, large quantities of apples obtained at cheap prices from growers were placed on the local market. The prices were, in many cases, unremunerative to the growers.

As a consequence of these happenings, a Royal Commission was appointed, and though its findings, which were released last September, exonerated fruit shippers from any blame as regards reduction in export prices during 1961, some specific recommendations were, nevertheless, made with respect to local marketing.

A great deal of consideration has been given to the best means by which the problem might be resolved in some manner other than introducing a marketing scheme.

The 1962 apple crop promises to be a heavy one, and unless some action is taken to protect the interests of the producers, it is quite possible we shall have a repetition of the unfortunate series of events which occurred last year. The Western Australian Fruit Growers' Association has requested that action be taken on the lines recommended by the Royal Commissioner; that is, something along the lines of a marketing scheme.

It was proposed, however, as an initial step, to introduce this Bill—which is to operate for only one year, in the first instance—in order to protect producers in respect of the heavy crop of apples expected next year; and further, to provide a trial period in order that effectual information may be obtained and used at a later date as the basis of a marketing scheme, if such should prove to be necessary.

An advisory committee of seven is to be set up. The committee will represent the interests of the Department of Agriculture, the Chamber of Fruit and Vegetable Industries of Western Australia Inc., the fruit growers, the fruit shippers, and the consumers, with a view to assuring a supply of good quality fruit for the consumers, and a fair return for the producers. Members will be appointed by the Minister. The Director of Agriculture, or his nominee, is to be chairman.

Three members will be nominated by the Western Australian Fruit Growers' Association. Each will be a grower producing

apples; one producing in the area known as the Hills District; one in the South-West District; and the third in the Great Southern District.

One will be nominated by the chamber previously mentioned, one will be nominated by the West Australian Fruit Shippers' Committee; and the seventh member will be nominated by the Minister to represent consumers.

The Minister, acting then on the advice of such committee, will be empowered to prohibit the sale for consumption within the State of any subgrade apples to consumers, so protecting the interests of the producer, and with an eye to the requirements of the consumer who has suffered through purchases of mixed grade apples often procured by supermarkets buying whole crops in bulk from certain growers.

The prime object of the committee will be to determine the size and quality of specified varieties of apples which should be sold on the local market, and to make recommendations to the Minister accordingly.

It is intended that the effect of the passing of this measure will be to keep inferior and undersized fruit, which has been offered for sale in the past two seasons, off the market.

All expenses of administration, and the cost incurred in the appointment and employment of additional inspectors, will be met from the Fruit Growing Industry Trust Fund.

In conclusion, and though at present such aspect has no specific bearing on the Bill, it is being borne in mind by the authorities concerned that a serious impact from Britain joining the European Common Market could result in the necessity at some later date for a marketing scheme to be introduced.

This measure is supported by a complementary measure which provides for an amendment to the Fruit Cases Act.

The Hon. F. R. H. Lavery: I did not hear anything about the consumers having a representative, such as was mentioned on the petrol Bill.

The Hon. L. A. LOGAN: I did mention a consumers' representative.

The Hon. F. R. H. Lavery: If you did I didn't hear you.

The Hon. L. A. LOGAN: I said the consumers' representative on the board will be appointed by the Minister.

The Hon. F. R. H. Lavery: I am sorry. The Country Party will never get any more support from me.

The PRESIDENT (The Hon. L. C. Diver): Order!

THE HON. F. D. WILLMOTT (South-West) [8.7 p.m.]: I rise to support the Bill, because I think it is an important one so far as the fruitgrowers in this State

are concerned. I think everybody will agree with me when I say that in the last twelve months some of the worst apples we have ever seen have been placed on the local market. It is most unfortunate for the State that this should have happened in a year when we have so many visitors here for the Commonwealth Games. However, that is one of the things that happens.

The Hon. F. J. S. Wise: Half-a-crown a pound for apples!

The Hon. F. D. WILLMOTT: That is so, and the standard of the apples is very poor.

The Hon. H. C. Strickland: Rejects!

The Hon. F. D. WILLMOTT: That, of course, is no fault of the growers—that is, speaking of the growers generally. The main fault lies with the growing season that we experienced last year; and it can to some extent be attributed to the two seasons before that. For the last three years we have had very dry seasons, and last year was particularly bad. The very hot summer resulted in very poor quality apples; and undoubtedly the fruitgrowers in this State will in future face some problems which perhaps to some degree they have not had to face in the past.

I think they will become more dependent on the home market than they have been before, and growers generally are beginning to realise how really important the home market is. They are also realising that if they are to be successful in selling their product at a reasonable price on the home market they will have to exercise a great deal more control over the quality of the apples being offered for sale.

That is exactly what this Bill proposes to do. Under its provisions an advisory committee will be appointed for one year only, mainly for the purpose of watching the effect of the legislation and to see how some form of control works out. The controls proposed are not of any great magnitude at the moment, but the idea is for the committee to watch what is happening regarding the sale of apples on the local market and to make recommendations to the Minister so that the necessary steps can be taken later to control in some way the quality of the apples being offered for sale.

I think it is very necessary that before we rush into anything permanent an examination of the whole position should be made because, as I think members will realise, there will be different problems in different seasons. By the look of the present season up to date, and from what I have seen in the orchards, there will be a heavy crop. So far the weather has been most promising, and it does not look as though there will be a repetition of last season's hot weather. From the look of things this could be one of the best seasons

the State has experienced for apple-growing, and some of the problems that occurred last year may not occur to the same extent this year. That is one aspect which the committee will have to watch.

I think, too, that the percentage of reject apples will be considerably below the percentage in recent seasons.

Another aspect of the problem which the committee should investigate is the means of a better distribution of apples throughout the State. I think insufficient attention has been paid in the past to a reasonable distribution of good quality apples to the public of Western Australia. Most growers are very careful about the type of apples they offer to the local market, but, unfortunately, that does not apply to all growers. There are some who believe that everything they can grow on a tree should be able to be sold somewhere. But that attitude has not been accepted by the consuming public.

Once a person has purchased apples which are reputed to be of top quality, and he finds that they are largely rubbish, he is not inclined readily to purchase apples again. With some control over the quality of the apples going on to the local market growers could look forward to an increased local consumption. It is not the price of the apples so much that worries the general public, but the quality of the fruit. People do not like paying a high price for fruit of inferior quality. They will pay a fair and reasonable price for a good quality product, and one cannot blame them if they jib at paying top prices for rubbish. That has occurred in some instances.

As the Minister has said, this Bill is to provide for a committee to be set up for one year only at this stage. From the experience gained by the committee during the coming season I am sure worth-while recommendations will be made to the Minister. I support the Bill.

THE HON. A. L. LOTON (South) [8.13 p.m.]: There are just a few comments I want to make at this stage. I have had a quick look at the measure and I note that the expenses of administration, and of members of the advisory committee, are to be met by the Fruit Growing Industry Trust Fund, and the committee is to remain in operation until the end of 1963 and no longer.

I am rather concerned with proposed new section 3B where it says—

The Minister, on the recommendation of the Committee, may at any time and from time to time by notice published once in the *Government Gazette* . . .

and so it goes on. I know that many stores buy 10 or 15, or even more cases of fruit at one time, and place them in their own cold stores. Such firms could quite easily be caught with apples of a certain grade.

A firm might, for instance, buy 20 cases of fruit, take delivery of them and place them in the firm's cold store. On reading the paper next day, the proprietor could find that he could not sell that fruit. That is what the proposed new section states, and I think it is a matter which needs to be investigated. People who buy fruit are entitled to at least a period of time to be notified that the fruit cannot be sold.

They are entitled to know that after five or six days the fruit that they purchased cannot be sold, otherwise people will not buy forward to meet a demand of their regular customers. Some shops cannot take delivery of their fruit every day, and they buy forward, and I think it is essential that they should have some notice. I would like the Minister to look at that aspect to see if something can be done. That proposed section goes on to state—

and once in a daily newspaper published in Perth, prohibit the sale for consumption within the State of apples of any prescribed grade

Mr. Syd Thompson is going to move for the adjournment of the debate so that we can have another look at this provision. The next clause states—

A person shall not sell, except for the purpose of export from the State, any apples of a prescribed grade of which the sale is pursuant to the provisions of this section prohibited.

I do not know what that means. But it looks as if one can sell for export apples which one cannot sell within the State. If that is the correct interpretation we will arrive at the same position that we have experienced in recent years where the rubbish is dumped on the local market, while the good quality apples are exported.

We certainly do not want the rubbish dumped on the local market while the good quality fruit is exported. In his speech Mr. Willmott said that the rubbish had been dumped on the local market for years, and the consumer had to accept it whether he liked it or not. I hope the interpretation I have placed upon it is not correct. If there is any other interpretation I will be happy to hear it.

The Hon. L. A. Logan: You are dealing with two different markets.

The Hon. A. L. LOTON: I certainly do not want to see the rubbish dumped on the local market while the good quality fruit is exported.

The Hon. L. A. Logan: You have the same prohibition.

The Hon. A. L. LOTON: I do not know that we have. I would like to have another look at this and find out definitely what the position is.

The Hon. G. C. MacKinnon: The grower will sell where he gets the best price.

The Hon. A. L. LOTON: The grower very often sells to the co-operative and loses all identity with his fruit. In such

cases his apples are generally graded, first grade and second grade. I know of growers who encourage buyers to come on to their property and take all the fruit on their trees. The buyer generally quotes a certain price to which the grower agrees.

The Hon. F. D. Willmott: That is where your trouble comes in.

The Hon. A. L. LOTON: That is so. The purchaser buys the lot, and pays the price he has arranged. In some cases he buys the fruit at a good price—from the buyer's point of view, not from the producer's point of view. We must remember that such a person would have no trouble about picking the fruit. He then brings the fruit down here, does his own grading, and sets that fruit up in buckets. In a number of such cases one gets better fruit than one does from the packing sheds which send the fruit down to cold storage. A lot of apples break down when they are put in cool store. I do not know why.

The Hon. F. D. Willmott: A lot of them break down because of the hot season; they get sunburnt.

The Hon. A. L. LOTON: They are generally packed close together in the shops, and after leaving the shops there is a certain amount of moisture in them, particularly if they are paper wrapped, which means that three or four days later they go bad. I have seen this happen to some of the best Granny Smith apples. This is only experimental legislation for the purpose of gathering and collating information. I would far sooner see apples graded, and pay a fair price for the grade.

We all know that bananas are sold at so much per pound according to their various grades; so why cannot the same thing be done with apples? I think the consumer would get a far better deal than he does at present.

The Hon. F. D. Willmott: That is what is done with export apples.

The Hon. A. L. LOTON: What does the local person get? He receives all the rubbish, and pays top price for it. I am opposed to that; it is time it was stopped.

The Hon. F. D. Willmott: I think this measure will prevent it.

The Hon. A. L. LOTON: I hope it does. I am certainly not prepared to stand by and see all the rubbish dumped on the local market, while the good apples are exported overseas. I would like to have a further look at this Bill to see what its full import is.

Debate adjourned, on motion by The Hon. S. T. J. Thompson.

FRUIT CASES ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [8.21 p.m.]: I move—

That the Bill be now read a second time.

This Bill is complementary to the one just introduced to amend the Agricultural Products Act. The Bill is to insert a section into the Act to make provision for the registration of direct buyers of apples.

By way of explanation, it is pointed out that when the parent Act was passed, the bulk of the fruit forwarded to the metropolitan area was sold through the Metropolitan Markets, and the provisions of the Act and regulations were conveniently supervised at the markets by market inspectors.

Until recent years, the only other direct buyers were those operating from premises registered under the Act, purchasing fruit for processing, or receiving into central packing sheds for packing. During the last year or two there has, however, been an increasing quantity of apples being supplied direct from orchards to wholesalers and retailers. Consequently there is need to define a "direct buyer" and to require his registration.

The main purpose of the amendment then, is to obtain information from the wholesalers and retailers who buy direct, in order that the grades of apples prescribed under the Agricultural Products Act may be effectively checked by inspectors. This will offset the disadvantage at which growers, who sell their apples through normal channels, have been placed during recent years, by being forced to adhere to grade standards not enforced on many others buying direct in bulk from the orchards.

The Bill defines a "direct buyer" as a person who, during the period of two years immediately prior to the passing of this measure, purchased direct from a grower, or growers, an annual average quantity of not less than 100 bushels of apples for the purpose of their disposal, either wholesale or retail.

Others, in future, who will need to obtain registration are those whose purchases direct from the growers, after the passing of this measure, aggregate a quantity of apples not less than 100 bushels, during any period of twelve months commencing on the first day of January, for the purpose of disposing of them either wholesale or retail.

As mentioned previously, this amendment is complementary to the current Agricultural Products Act Amendment Bill and, as a consequence, is intended to remain in force until the 31st day of December, 1963, and no longer.

THE HON. F. D. WILLMOTT (South-West) [8.23 p.m.]: I rise to support the Bill. As the Minister has said it is complementary to the measure with which we have just been dealing. This, however, deals with the direct buyer—establishments such as supermarkets, and people of that type—who buy apples in some quantity. The Bill lays down that the quantity is to be 100 bushels.

I have had the fear expressed to me that this measure will stop people from going on to a property which has an "Apples for Sale" sign and buying apples they may require. I refer to those who may be travelling past properties which happen to be growing apples. That is not the case at all. It will not affect them unless they are buying 100 bushels of apples during a certain period. So they need have no fear in that regard.

I think this measure also deals with the point mentioned by Mr. Loton, of retailers who buy direct from an orchard; those who purchase the entire crop. As we all know, in such cases they do on occasions strip the trees of everything; and instead of dropping the inferior fruit on the ground as a normal apple picker would do, they box the lot and offer it to the public for sale. That is where a lot of the inferior fruit is coming from. This measure will help to control that practice, because it allows an inspection of such fruit and its registration; so we will know where the fruit is being purchased.

The committee to be set up under this Bill will be able to obtain a lot of valuable information on matters such as this. It is something that should be dealt with now, because it could grow out of all proportion. There will probably be more and more of these large retailers purchasing direct, instead of going to the markets; and I think it could develop into a valuable trade from the growers', and the consumers', point of view.

The Hon. F. R. H. Lavery: In what way from the consumers' point of view?

The Hon. F. D. WILLMOTT: It might very easily be a means of providing a better distribution of apples at a more reasonable price. Why I say that is that at the moment this type of buying is practically confined, so far as I know, to the metropolitan area. But I see no reason why it cannot be developed in some of the larger towns in our outback areas where there is a very poor distribution of fruit, and particularly of apples, at the moment.

The Hon. G. C. MacKinnon: It could be a method of distributing apples to the wheatbelt.

The Hon. F. D. WILLMOTT: Yes; I think this can develop into quite a big distribution in those areas. There is a growing tendency in this direction, and I think the matter should be dealt with now, before the whole position becomes chaotic, and before a whole lot of rubbish gets on to the market, thereby ruining what could be a valuable distribution both for the grower and the consumer.

THE HON. F. R. H. LAVERY (West) [8.27 p.m.]: By interjection I sought some information from the previous speaker. I did so because he referred to the supermarkets. By the supermarkets we generally

mean Woolworths, Charlie Carter, Boans, and such places. But what is to happen to the greengrocers who line Beaufort Street, and those who are established in Fremantle, where there is a turnover of hundreds of cases of fruit and vegetables of a type other than potatoes, which are now controlled, and where we see outside the shops cases of such fruit for 6s.?

One generally sees in these cases a few reasonable looking apples on the top of the case, which costs 6s.; but when one takes the case home to divide it among one's friends one finds the entire case of fruit is not worth 1s. I refer particularly to the greengrocers who have big open frontages to their shops, where one can serve oneself if one so desires.

The Hon. L. A. Logan: They will not be able to sell inferior apples.

The Hon. F. R. H. LAVERY: They do sell inferior apples. As my Fremantle colleagues know, there was a family in Fremantle which had one of the biggest greengrocery shops in that area over a period of 30 years. The shop was established where the Evan Davies Fremantle Library stands at the moment. During the war years in that shop there were certain controls, because of the requirements of the war. We found there was fruit coming on to the market which unfortunately for the growers, could be bought at 1s. 6d. a case, plus 6d. to have it transported to Fremantle where it was sold at 3s. a case. Apples, however, were more or less rationed.

Members will recall that many years ago we had special fruit vans attached to trains going into the country areas. Those trains generally carried notices asking the people to buy apples. This was particularly so in Merredin where the housewives would line up to buy their apples direct from the train.

The Hon. F. D. Willmott: The Commonwealth acquired all the apples during that period.

The Hon. F. R. H. LAVERY: It was beautiful, first-class fruit.

The Hon. G. C. MacKinnon: That was in the years when apples could not be exported.

The Hon. F. R. H. LAVERY: I think it was from 1922 to 1926. Recently in this very House I had to ask the steward to remove some inferior apples which had been placed on the dining table. In these days one cannot obtain a good quality apple in many shops, and only the inferior quality ones are being offered for sale. In a few shops, the proprietors of which supply only quality fruit, it may be possible to purchase first-quality apples.

The average person is quite prepared to pay a reasonable price for a reasonable product. It is now proposed to form a committee, which will be an adjunct to the committee proposed in the Bill to

amend the Agricultural Products Act. Members opposite have over the years been against the principle of establishing boards for the regulation and control of the sale of primary products, and they have opposed the appointment of inspectors to administer the particular pieces of legislation. However, on this occasion they are behind the formation of such a committee. I am very concerned about the price which the consumer will have to pay for apples in the future, although I agree with the principles contained in the Bill.

The Hon. F. D. Willmott: This committee will not have the right to fix prices.

The Hon. F. R. H. LAVERY: Every person is entitled to a fair return for his labours, whether the person be a market gardener or a dairy farmer. In the past it has been claimed that the setting up of such committees was a political matter, and I say here that the particular food product dealt with by the Bill is being made a political matter. I am all for unity; and if the apple growers have expressed a desire for the setting up of the proposed committee then I am prepared to support the move.

The Hon. F. D. Willmott: This Bill will give just as much protection to the consumer as to the grower.

The Hon. F. R. H. LAVERY: I support this Bill for two reasons: Firstly, the growers are to be encouraged to produce good quality fruit, and, secondly, there will be no overcharging of the public. When the Maitland floods occurred in about 1957 I was staying with a friend in Brisbane. I was able to buy beautiful bananas, the like of which I have not seen before or since, at a very reasonable price. The reason was that the trains could not get through to Sydney or Melbourne. Generally the prime fruit produced in Queensland is sold on the Sydney and Melbourne markets, while the poorer quality fruit is retained for the Brisbane market.

A friend of mine from Tasmania recently told me that he had seen beautiful apples in the South Australian shops, reasonable and poor quality apples in the shops in this State, but he had not seen a good quality apple offered for sale in the shops in Tasmania because the prime fruit grown in that State is sent to the overseas market. I agree with the contention of Mr. Loton that the people of Western Australia should be provided with fruit of high quality.

There needs to be some new thinking in regard to the sale of our primary products. I have heard so much being said about the interests of the consumer in another debate earlier this evening that I hope members will take cognisance of what my reservations are in supporting the Bill. I believe that organised control must exist in many of our primary industries; and I

believe in the Egg Board, the Potato Board and similar boards, if they are properly administered.

The PRESIDENT (The Hon. L. C. Diver): I draw the attention of the honourable member to the fact that the Bill relates to fruit cases.

The Hon. F. R. H. LAVERY: I respectfully submit that you were not in the Chair when Mr. Willmott spoke along the same lines. I support the Bill, but I desire to let members know my view: If the consumer is not looked after I shall have more to say about this legislation in the next session of Parliament.

THE HON. G. C. MacKINNON (South-West) [8.37 p.m.]: This Bill is interlocked with the previous Bill we dealt with relating to the Agricultural Products Act. It is extremely difficult to discuss the one without discussing the other, and that was obvious from the introductory speech of the Minister.

The fruitgrowing industry in this State will face a very critical period in the years ahead. The growers have produced far more apples than can be consumed on the local market; therefore in the past it has been necessary to export a considerable quantity of our apple crop. As with any other grower, the apple grower will sell where he can get the best price; and if a higher price obtains on an overseas market he will sell his product there. If the people of Western Australia are prepared to pay a reasonable price for quality fruit then I am sure the growers will sell on the local market. Some members of this House have been in business of one type or another, and they will be in agreement with this statement.

The Hon. H. C. Strickland: Does the consumer get the picked lines?

The Hon. G. C. MacKINNON: The picked lines of the Golden Delicious variety cannot be sold on the local market at a sufficiently high price.

The Hon. H. C. Strickland: That was done during the war years.

The Hon. G. C. MacKINNON: I agree, but it was due to the lack of shipping space. Good quality apples are grown in the State, and they can be purchased if one is prepared to pay the right price. The best Granny Smith apples in the world are grown in this State.

The Hon. A. L. Loton: Not too many of them were available on the local market during the season.

The Hon. G. C. MacKINNON: That might be so, but it was a particularly bad season. During the war years there was insufficient shipping space to enable the apple crop to be sold overseas, so the fruit had to be disposed of in Australia. I can remember the days when I had to pick the fruit off the trees and plough the fruit into furrows because it could not be sold. With the influx of troops into Australia

during the war years the problem of disposing of the apple crop disappeared. Although I was not in Australia I understand that this fruit was rationed, and all the fruit that was grown was sold.

It should be realised that within a couple of months the entire apple crop has to be picked, graded, packed, and transported overseas. The provision of shipping space is a major problem, and it takes the bulk of the fruit-transport ships of the world to move the apple crop grown in Western Australia. I ask: What price can be obtained by placing all that fruit on the local market? If that were done the bottom would drop out of the industry.

The Hon. H. C. Strickland: In these days the public have to pay 2s. 6d. a pound for inferior quality apples.

The Hon. G. C. MacKINNON: That was the result of a particularly bad season. It has been a popular joke in Bridgetown ever since I was a young man that good quality apples cannot be purchased from the shops in Bridgetown, but that situation applies to most products. No shop in the producing centre is keen to sell the best quality fruit when almost every other person grows the fruit.

The Hon. F. J. S. Wise: This Bill deals with apples in cases.

The Hon. G. C. MacKINNON: The apples have to be taken out of the fruit cases to be sold. The purpose of this Bill is to overcome the problems which the industry faces; and the main one is the dumping of poor quality apples on the local market. This legislation is experimental in nature, and that is the reason for the limitation of 12 months. It is to be hoped that worth-while results will come from the passing of the Bill.

The main objective of the Bill is to establish set grades of the fruit. Under its provisions the grower and the direct buyer have to be registered, so that the grades offered to the public can be checked. The Minister is to be empowered to refuse permission for the sale of undergrade fruit. This brings about a further problem which must be borne in mind. Within the next three or four years a tremendous acreage of newly developed apple orchards will come into full production.

The main problem to which growers are giving serious attention is the method of disposing of the inferior quality fruit. At present in Western Australia there is no real demand for apple cider, but certain experiments are being carried out to find other uses for the inferior fruit.

The PRESIDENT (The Hon. L. C. Diver): The honourable member will have the opportunity to speak along these lines during the debate on the complementary Bill.

The Hon. G. C. MacKINNON: By registering growers and direct buyers, and by prescribing grades, it will be possible to

regulate and control the sale of apples in both case and loose form. The problem of disposing of the poor quality fruit has to be solved by the industry, but with the type of people engaged in it I am sure that a satisfactory solution will be found.

There is not a great deal to be gained at this stage in going over all the various ramifications and difficulties entailed in this industry. As members have already stated, this legislation is experimental. It is an attempt to see how this type of registration acts in conjunction with the previous measure. We want to see if we can get some order into the marketing; better type of fruit; better acceptance of fruit; and even, as Mr. Willmott said, a better distribution of our fruit, and a better availability of it, throughout the State at all times.

The measures have the full support of the growers. The consumers are represented, and I sincerely hope that the House will support the legislation and give the committee and the State an opportunity to devise some equitable and approved method of marketing in general.

Debate adjourned, on motion by The Hon. A. L. Logan.

STATE FOREST No. 61

Revocation of Dedication: Motion

Debate resumed, from the 13th November, on the motion by The Hon. L. A. Logan (Minister for Local Government) to concur in the Assembly's resolution—

That the proposal for the partial revocation of State Forest No. 61 laid on the Table of the Legislative Assembly by command of His Excellency the Governor on the 8th November, 1962, be carried out.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [8.46 p.m.]: This motion dealing with the partial revocation of a State forest is supplementary to the motion which was dealt with last week and which referred to many areas in different parts of the State.

This one concerns an area of 11,600 acres north of Bindoon. From an examination of the map tabled by the Minister, which delineates the area very clearly, I ascertained that the area is in typically strong forest country of that region with perhaps a 25 in. rainfall. If it were ever released for farming purposes it would be very productive country. However, I suppose one could say that it is unlikely, if it were not for an emergency circumstance such as we find in this case, that it would ever be released by the Forests Department, because that department is not usually anxious to relinquish areas suitable for farming if there is a prospect that such areas could still be used for forests.

The Hon. L. A. Logan: Certainly not!

The Hon. F. J. S. WISE: Therefore, in this emergency situation we find there is something quite unusual because an area of Crown land has added to it a very substantial area within a forest reserve, thus forming in one component an area for defence purposes. According to the supplementary remarks of the Minister, which I did not take down and which it has not been my privilege to read in typed form, forestry rights have been reserved.

The Hon. L. A. Logan: Timber rights.

The Hon. F. J. S. WISE: Yes. The whole area is to be in exchange for the defence area known at present as the Avon Valley training area which is now required for other purposes having become unsuitable for military purposes or purposes of the Army.

The Hon. H. K. Watson: What is the approximate acreage?

The Hon. F. J. S. WISE: It is 11,600 acres.

The Hon. H. K. Watson: No, I mean of the other.

The Hon. F. J. S. WISE: That has not been stated as far as I can recall. What I have been trying to suggest is that for purposes other than defence it would be very difficult to have this area of forest land excised; but we have a situation on which I wish to make some comments, referring to the Commonwealth acquisition of State lands in general.

It is obvious that for the purposes for which this area is required there must be a substitution of another area. However, the Commonwealth, with its overriding authority, has in many parts of this State large areas set aside which are being only partially used for the prescribed Commonwealth purpose. We know that in the metropolitan district some very fine areas are held by the Commonwealth which is very reluctant to relinquish them. Services are provided by the State on these areas, but the State obtains no revenue from them. I presume that although that applies right through the metropolitan area from the port of Fremantle extending to the urban areas—and indeed in the harbour itself extending to Garden Island—it is not often that the whole of the circumstances of the Commonwealth's needs in this connection are reviewed. The State cannot deny the requests of the Commonwealth for these specific purposes in which the Commonwealth has the overriding authority under the Constitution.

The Hon. H. K. Watson: It can only acquire on just terms.

The Hon. F. J. S. WISE: Yes; and after acquiring on just terms it can sit tight on the land for ever and a day and prevent the use of such land by the State for better purposes. We have evidence of that within the vicinity of this very House. In short, the Commonwealth in very many respects, although it is supposed to acquire

these things on just terms, does not give a *quid pro quo*. I think the Commonwealth takes the *pro quo* and also keeps the quid.

The Hon. H. K. Watson: That is why I asked the acreage.

The Hon. F. J. S. WISE: I am not relating these remarks to the subject of the motion. I am speaking in general terms of what the State must do when it cedes to the Commonwealth large areas of public property and of the enormous and extraordinary powers of the Commonwealth under the Constitution. Although the acquisition has been on just terms at the time, the State has obtained a raw deal because of the long term of occupation by the Commonwealth as the owner during which time the State is unable to use the land in the interests of the public. No rates or taxes are collectable and nothing is paid for the services rendered by the State on such areas.

I simply make those remarks as supplementary to this unusual reason for an excision from a forest reserve. I do not intend to oppose the motion but I do express the view that although our officers in different departments in consultation with the defence authorities in this case, and with other Commonwealth authorities in other cases, come to decisions to recommend to Governments what should be done, I think an examination at a high level of the use to which Commonwealth-held land in this State is put, is overdue. I support the motion.

THE HON. A. R. JONES (Midland) [8.56 p.m.]: I wish to lodge my protest to this motion because of the reasons mentioned before. Firstly, it is an area within the shire of Victoria Plains, the headquarters being at Calingiri. Secondly, as such, in that area it is a very valuable piece of land from the point of view of agriculture. Thirdly, I believe there are huge tracts of land where the Army could have been quite well satisfied and could have found better training grounds than this country will make. A letter was written by the council to members representing that area, not only in the State Parliament but in the Commonwealth Parliament as well. The following is quoted from that letter:—

The Council again wishes to record its strongest objection to this highly valuable country being utilised for any other purpose than for agriculture and requests your strongest representations being made to ensure that every effort is made to halt any proposals to establish a Military Training Centre in this locality.

In past years, the Council's efforts to have the area released for agriculture have met with the argument that its timber wealth is of such value that it must be fully exploited before

the land could be released for agriculture—this in itself being an admission of the two-fold value of the country to the State.

In lodging its objections to the Hon. Minister for Lands, the Council was advised that an Inter-Departmental Committee had been appointed by the Hon. Premier to investigate the matter and report to him, and that the Council's objection would be borne in mind by the Committee.

The Council fully appreciates the importance of Military requirements for the defence of the nation and realises that the present Avon Valley Training Centre will be released to the State if the Julimar State Forest is acquired by the Commonwealth.

However, it is the Council's contention that every effort should be made to locate an area of the State where such high class agricultural land with a strong public demand for same, is not sacrificed as an exchange area.

The council then goes on to suggest that it would be possible for an area of the State forest country to be made available. I could mention 1,000,000 acres within 50 miles of here which would meet the requirements of the Army, but which would not be classified as agricultural land, because it comes within the boundaries of the Water Supply Department and the Forests Department. Surely any of the land which is within the catchment area of the goldfields water scheme, or Canning Dam, or any of the other dams, could be used for training purposes.

The Army is well disciplined and its health section would ensure that the area would not be contaminated in any way, so why could not some of that land be made available to the Army which could then leave well alone the agricultural land. I would like the Minister to tell us all he can about the investigations that were made, and whether the Army was offered any of this State forest land, or any of the land now held as part of the catchment areas of the various water supply schemes.

It was mentioned that the Forests Department is reluctant to let go any of the land that it holds. I inform the House that at the insistent instigation of the Victoria Plains Shire Council, and the members representing that area, the Forests Department did have three blocks cut over by Millars, and opened up three blocks only about two years ago, from memory; or it may have been a little longer. So the department was in the process of making this land available to agriculture, and I believe it was only a matter of time before another three blocks would have been made available—possibly 12 months from now, because I know parts of the area are being cut over at present.

So this area is a great loss to the State from an agricultural point of view, and from the point of view of the Victoria Plains Shire Council, because the area comprises 11,000 acres of land for which the council will receive no rates.

Even at this late stage I would ask the Minister if there is any chance of reviewing the position and directing the Army and the State Government towards some other part of this huge area which is available—if not in the water supply catchment area, then in some other State forest, which, I suggest, would be more beneficial for the Army because of the different terrains that would be found, and because of the water supplies which would be available for its use.

THE HON. J. MURRAY (South-West) [9.2 p.m.]: I wish to further stress the fact that the Government set up a committee to examine the State forests to be acquired by other people before partial revocation came about and finality was reached. But of course the Government allowed the committee to lapse, and it has not reappointed it. Therefore, instead of this House, and Parliament generally, being fully advised just what the timber content as well as the agricultural value of this piece of land comprising 11,000 acres is, we are still more or less in the dark.

I know the timber rights are reserved to the Crown; that is the immediate timber rights, but once the first crop has been cut the rest of it will not be much good as far as timber is concerned. In respect of the other angle, the excision of this country is taking away valuable agricultural land from the State. Whether we are getting a fair *quid pro quo* in the 34,000 acres for which this land is being exchanged I do not know. Whether it is timber country, barren rocky country or what, I do not know, but I know it has to be cleared for various purposes. We should be told the exact nature of this country and how much timber is on it and what timber rights are being excised from State forests.

Mr. Jones has given helpful information because he said that three blocks have already been cut over and the department was going to proceed with other blocks. So it looks to me, on the face of it, that it is rather valuable timber country, but it will not be valuable timber country after the first cut has been made; it will then be finished as far as timber country is concerned, and even as far as the local governing authorities are concerned. I support the motion.

THE HON. N. E. BAXTER (Central) [9.5 p.m.]: Although I take a similar view to that expressed by the other members who have spoken in regard to the use of timber country and agricultural country for the purpose of a training and manouvres area for the Army, one must not

overlook the fact that for years now the Army has held a tract of land comprising between 32,000 and 34,000 acres in the Avon Valley, being particularly good country, although there is quite a lot of rugged country amongst it. In addition, it contains a fair amount of timber country which would be very similar to the forest section in this State Forest No. 61 and the additional area that the Bill does not deal with that will form the military site.

The Gingin Shire Council was prepared to offer a tract of land of some 30,000 acres in its area, but the land is very poor sandy country with low scrub, and is entirely unsuitable for present-day military manouvres and exercises.

The reason as I see it why this piece of country has been selected is that it is very similar to the training area that has been used in the past and has been found eminently suitable for the military exercises that are practised today.

It has to be remembered that wherever this site is it has to be reasonably isolated because of the semi-heavy armament that is used. The Army does not just fire rifles but some of the heavier calibre guns—not the big ones, but guns heavy enough to do damage if they strike anything. Therefore, the area has to be fairly isolated in order to give the Army an opportunity to conduct its manouvres and exercises in accordance with the present methods of training.

The idea, perhaps, is to simulate to a large degree jungle training for the men of both the permanent Army and the citizen forces. To go outside the area that has been selected to find something else that is suitable would be difficult, I imagine. I believe the committee that was appointed to go into this matter would have made pretty thorough investigations before settling on this particular site—this State Forest No. 61, and the rest of the area—because there would be a pretty good knowledge of all that country in the Lands Department; and I am sure that had there been any more suitable site of, perhaps, less valuable country that could have been selected, the committee would have recommended it.

There is little we can do in the circumstances but agree with the motion. We must all agree that we have to keep the Army in training at all times for the defence of Australia, and that training has to be the best we can possibly provide.

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [9.9 p.m.]: I do not think Mr. Jones was present last night when I moved the motion, because I mentioned the protestations from the Victoria Plains Shire Council and the attempts to get other areas of land rather than take this valuable piece of country

which could eventually become very productive not only for the Victoria Plains Shire Council, but the whole State.

I did go as far as I possibly could in this matter. I did not take the first reply of the committee. Through the Minister for Lands, I sent the request of the Victoria Plains Shire Council, together with my urgent wish that the committee find some other area elsewhere in the State for the particular purpose, back to the committee. But the committee came back with the same recommendation it had made in the first place.

I am not here to say what is necessary, from the Army's point of view, for a training area, but apparently the Army has certain standards that have to be met in these matters, and apparently this particular area, unfortunately for the Victoria Plains Shire Council and the members for the district, is the most suitable one for its purposes. Much as I dislike, as Minister, having to move for the revocation of this area, I do not think I can do anything else but move in accordance with the committee's recommendations.

I do not know that I agree with what Mr. Jones said about using some of the catchment area for an Army training centre. I think that would be detrimental to the catchment area. However I can assure the honourable member that as far as possible I saw that every consideration was given to providing some alternative area to the particular site. Unfortunately I was not able to convince the committee, and neither was anyone else, that a better one could be found. My sympathy, as Minister, is with the Victoria Plains Shire Council, and the members for the area, but I have no option but to support the committee's recommendations.

Question put and passed, and a message accordingly returned to the Assembly.

CHAMBERLAIN INDUSTRIES PTY. LTD. (RELEASE OF DEBT) BILL

Second Reading

Debate resumed, from the 13th November, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [9.13 p.m.]: The background of Chamberlain Industries has been recorded in the records of this Parliament at considerable length through the years; and since the formation of the company originally, there have been many debates centring around the products of Chamberlain Industries as well as around the organisation itself.

One will find that through the years many pages of *Hansard* have been devoted to the progress of the company; also there are references to inquiries of parliamentary committees and to reports to Parliament.

This is an instance where people with very little capital, but with considerable ability and engineering skill, set out, in accordance with a proposition made to an earlier Government of this State, to establish a manufactory at the old defence site at Welshpool to make component parts of tractors and, indeed, tractors themselves, and types of agricultural implements.

At that time the company represented something very new to this State. Nothing of its kind had been attempted as an entire project in the whole of Australia before, and because of the lack of capital in the primary stages, many difficulties were encountered in the early establishment of this industry, but ultimately, after many disappointing set-backs, many worrying circumstances over finance, and considerable worry to the Government of the day, the company emerged showing itself capable of manufacturing tractors and able successfully to compete with tractors of a similar class produced anywhere else. They are tractors which have drawn attention from interested people overseas and from those in other States.

However, before that happy stage was reached, extremely large sums of money were sunk into this venture. Large sums of loan money were channelled into the manufacturing side of the industry and into the provision of lathes and all the other requisites associated with the concern which, at this point, has turned out to be an establishment of great magnitude. In 1955, an all-party committee was appointed to inquire into all the circumstances surrounding the activities of Chamberlain Industries; and it was, as I think the Minister mentioned, initially proposed by The Hon. A. F. Watts. The members of that committee were the present Leader of the Opposition (The Hon. A. R. G. Hawke, M.L.A.), the present Minister for Industrial Development (The Hon. C. W. M. Court, M.L.A.), the member for Beeloo (Mr. Jamieson), and others.

I recall very clearly the circumstances of the inquiry, because, although I was not in the State at the time, I was associated in Government with a great deal of responsibility of decision on more than one occasion on the future of Chamberlain Industries. Deliberation on one of the recommendations of the all-party committee extended through more than one year; and indeed it was a source of inquiry by many people interested, and by many members of Parliament as to when the committee was going to deliver its opinions and recommendations. One of the recommendations was the writing-down of the loan process; the writing-off of the amount mentioned in this Bill, namely, £1,750,000.

That amount was written off in proper form, as many millions of pounds have been written off in past years by different Governments for different reasons by application by a Minister to Executive

Council, concurred in by the Premier and other Ministers, and with the attendance of His Excellency the Governor at Executive Council approving the writing-off. That would be the process.

Although it was considered by that organisation at that time to be the most satisfactory means of cutting off some of the overburden of debt, and leaving in existence a considerable debt to the agency section of the Rural and Industries Bank, there now appears to have been expressed some legal doubt on the certainty that the money was, in spite of the manner of its writing-off, properly written off.

The Hon. H. K. Watson: From the viewpoint of the company rather than the Treasury, I would suggest.

The Hon. F. J. S. WISE: The honourable member's suggestion may be right. I was about to proceed to that point. However, we were not told. Nevertheless, I would assume that those in charge of the company at the moment—and its direction has been within the control largely of a Commissioner of the Rural and Industries Bank for some time; namely, Mr. Hankin, plus the manager and a very efficient staff—consider, after a scrutiny of all that is involved in the writing-off of such a large sum, there is a need to make certain that it was, in fact, written off in case, at some future time, there could be, if the debt were not validly written off, a charge raised against the company for such an amount.

The Hon. H. K. Watson: Or simply a demand for payment.

The Hon. F. J. S. WISE: Yes, or a demand for payment. So from that point of view—although, as I say, the House has not been told wherein the legal doubt lies, or from whence it emanated—my thoughts follow the line of thought of Mr. Watson; namely, that it has been—and this is most likely, I would think—from an internal source that some doubt has arisen as to the writing-off. In any case, somebody has raised a doubt, and, as has been necessary in other cases during the last few years in this Parliament, to put the matter beyond all doubt, Parliament is now asked to make sure that this amount is properly written off.

I hope I am not assuming in regard to what I have said that the Minister did not tell us—although I have no recollection of his telling us—from whence the doubt was raised.

The Hon. A. F. Griffith: I am just trying to check my notes now.

The Hon. F. J. S. WISE: The only reference I could find was the belated expression that some doubt has been raised. However, it has been raised, otherwise the Bill would not be here. I would rather anticipate that the doubt has come from an internal source rather than from some

desire to write it off because the Government wants to do something else. That, too, could be the idea; to ensure the writing-off of this sum so that no doubt could arise in the mind of any company, any entity, or any body to which this organisation may be offered in the future. That could be the position, but I think that the doubt would arise from an internal source.

I did note from the Minister's notes—and I am not mentioning this in any nasty fashion, but he said it and got away with it—his reference to the expressions of opinion from the Legislative Assembly on this Bill.

The Hon. A. F. Griffith: I referred to the fact that I was surprised it should be opposed. I did not refer to anything else.

The Hon. F. J. S. WISE: May I read what the Minister said, Mr. President? I may be out of order.

The PRESIDENT (The Hon. L. C. Diver): My interpretation of what was said was that the Minister mentioned another place.

The Hon. F. J. S. WISE: No, Mr. President. I may not be a very good reader, but I am a very good listener.

The PRESIDENT (The Hon. L. C. Diver): If the Minister did mention it, the honourable member would be out of order in referring to it.

The Hon. F. J. S. WISE: Very well, Mr. President. The Minister did use the words, and continued, in one or two sentences, to express surprise at the opposition to the Bill, especially following the recommendations and the scrutiny of an all-party committee.

The Hon. A. F. Griffith: Without referring to what was said, what I did say was that it came as something of a surprise to the Government that certain members of the Opposition in another place decided to go back on the recommendations.

The Hon. F. J. S. WISE: I think the text will show that the Minister did not use the words "in another place."

The Hon. A. F. Griffith: Well, in the Legislative Assembly.

The Hon. F. J. S. WISE: Anyway, I am not going to be quarrelsome. I raise it as a point that it would have been better unsaid. I point out that with the passing of the Bill, the writing-off of this very large sum will put the company in a very sound position. Its accounts, which were presented very recently, show that it has turned the corner or got over the hump of its difficulties.

This industry, although it has been of considerable worry to the Government of the day, and other Governments through the years, has made a remarkable contribution to the industrial development of Western Australia. There is no doubt

about that. It has made a remarkable contribution. As I said earlier, this establishment was the first one of its kind to operate in Western Australia. Although this sum, by any standards, is a big one, I would say that other very large industries in Australia in the process of establishing themselves to a point of successful production, have, in numerous instances, been faced with the writing-down of amounts of considerable magnitude in order to get their finances on a satisfactory level to maintain successful production.

So although this sum, by our financial standards and measures, appears to be very large, it bears comparison with the money involved in industries in other areas of Australia; and it is only a small sum compared with the cost of establishing many of our rural industries in this State, which I have always been prepared to defend—and still defend—as matters of expenditure which have proved to be, in the ultimate, investments rather than losses in the progress of this State. This is my view also in regard to Chamberlain Industries.

It appears that details given to us by the Minister in regard to the Commonwealth bounty; namely, that it has been of considerable importance in the recovery made by the company, show that the bounty is based on one or two formulas—either on the number of tractors manufactured, or the sales of tractors in a given year. It represents in total well over £1,000,000—I think about £1,500,000—and this has had a very important reflection in the four years' profit to this period, which has turned out to be in excess of £630,000.

Sitting suspended from 9.31 to 9.56 p.m.

The Hon. F. J. S. WISE: I have already mentioned that the four-year profit of this undertaking up to the 30th June last had exceeded £630,000. Its prospects are for an expanding market within and without Australia. I regret very much—knowing the background and the travail through which this industry passed in the course of its establishment—the passing of this company from a Government-financed and controlled undertaking in the manner in which it is conducted at the moment. But I gather that the Government has made the decision; and it was expressed by the Minister that the formation of this company, having shares of quite substantial value, and having the ability to borrow or to raise £500,000, and the transferring to the company of the responsibility for making payments off the company's debt to the Rural and Industries Bank, will enable the company to operate in future as a public company. At least, that is the anticipated future.

The Bill makes no provision, of course, for such a process. The Bill merely provides for the validity of the writing off of £1,750,000. I simply repeat that although that is a very large sum—and much

criticism has been levelled at extravagances in the establishment of this industry—it is only relative to a very substantial value of assets at the moment as an established industry, and bears favourable comparison with costs which have been irrecoverable—costs which in other types of industry in Western Australia have compulsorily been written off, firstly by authority of the Government, and then by Parliament. They represent borrowings; they represent loan funds; they represent an accumulation of part of the loan raisings of different years; they were a charge on our consolidated loan account.

In the total amount of our loan raisings—and at a later stage in the evening I shall refer to this question when discussing another Bill—a very small portion of the moneys is invested in the interests of development of some kind in Western Australia; and many millions of pounds in our loan undertakings—I shall refer to the Budget statement later to show where this information can be found—are totally unproductive and do not represent investments for the improvement of development in some form or another in Western Australia.

The Hon. J. G. Hislop: Don't you think the State owes a debt to the Chamberlains who pioneered this industry?

The Hon. F. J. S. WISE: If we do not owe a debt in a money sense, we owe a very great debt of gratitude.

The Hon. J. G. Hislop: That is so.

The Hon. F. J. S. WISE: I think the initial capital of the Chamberlain family which went into this organisation was a very modest sum—under a “tenner”. Would that be right?

The Hon. A. F. Griffith: It was a very modest sum.

The Hon. L. A. Logan: It was about £152, I think.

The Hon. F. J. S. WISE: The borrowings were colossal, of course.

The Hon. J. G. Hislop: It was the vision we needed.

The Hon. F. J. S. WISE: Their ingenuity, as well as their enthusiasm and technical knowledge in the making of new sorts of pistons, initially, enabled the creation of that wonderful product the present Chamberlain tractor. We do owe the family a considerable sum.

I am heartened to hear Dr. Hislop make such an interjection because, with an organisation of this kind, the tendency has been to pull it down from two angles; and in some avenues it was said that the industry would fail because of its affinity to a State enterprise in view of the State money that had been put into it. Last, but not least, there was pressure from other companies which have never done in a manufacturing sense what this entity has produced in this State.

I hope, as has been voiced in other places, but not necessarily in Parliament, that when this industry passes—and it must pass by a Government decision—to some other sort of ownership one or two of the tractor firms in Australia are not going to be the ultimate owners; because this State has very little to thank at least one of those companies for.

Whichever way it is approached the industry will require at least the extensive and enterprising enthusiasm and knowledgeable management that it has today, continuing into the future so that the concern will continue to give credit as one of the great organisations initiated as an industrial development in Western Australia.

I very regretfully speak to such a Bill as this, knowing the whole background of the industry; and I would reluctantly say anything in support of a change in the intention or purpose of the company. If that were the proposition I would be voting against the Bill.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [10.5 p.m.]: I would like to take the opportunity of thanking Mr. Wise for his constructive approach to this Bill. He raised two principal matters, the first one being the question of the legality of the writing off of the debt. During a short adjournment I sought the advice of my colleague on this point and I was informed that the management itself raised the legal doubt and as a result Crown Law Department advice was sought. The Government was advised that the debt should be statutorily written off—if I can use that expression—or authorised by an Act of Parliament; because so long as it remained in its present state, although accepted by everybody as being written off by Executive Council action, there was virtually nothing to stop its being written back again.

The Hon. F. J. S. Wise: It is remarkable that an action of Executive Council should be so challenged.

The Hon. A. F. GRIFFITH: This Bill is merely to make sure that such an action does not happen. Furthermore, it brings to the light of day the fact that this action is taking place; and, in addition, it shows that there is no desire on the part of the Government to hide any future intention in respect of Chamberlain Industries Pty. Ltd.

A concise outline of what it is hoped will take place in regard to the activities of the company when it is engaged in the private sector of industry, instead of as at present, was given when I introduced the Bill. That explanation was given so that nobody would be able to say that Parliament was asked to write off the amount which Executive Council had already agreed to write off, only to find that other arrangements were being made. It is the intention of the Government to

come right out in the open and say what it is hoped will be achieved when this company is passed over to the private sector of industry.

If the passing over is achieved in the manner I outlined when I introduced the Bill, it should be satisfactory to all concerned. Those were the two principal points which I think Mr. Wise raised, and I thank him again for his constructive outlook on 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.

Third Reading

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

LAW REFORM (PROPERTY, PERPETUITIES, AND SUCCESSION) BILL

Returned

Bill returned from the Assembly with amendments.

BREAD ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Assembly; and, on motion by The Hon. A. F. Griffith (Minister for Mines), read a first time.

Second Reading

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [10.12 p.m.]: I move—

That the Bill be now read a second time.

The purpose of this Bill is to make provision for such contingencies or anomalies as may arise consequent upon the coming into effect of the proposed new Bakers' Metropolitan Award.

The scope of the baking award is at present restricted to an area within 25 miles of the G.P.O., Perth. The intention of this Bill is to extend the metropolitan area, in so far as the Bread Act is concerned, from the existing area to one having a radius of 28 miles from the G.P.O., Perth.

The reason for seeking this extension of the nominal metropolitan area, is to encompass the activities of all three bakeries operating in the Rockingham area. No other bakeries will be affected for the reason that the perimeter of the newly defined area passes through undeveloped areas comprising the outer fringe of the metropolitan area.

In the Rockingham-Safety Bay area, there are at present two bakeries which are subject to the conditions covered by

the metropolitan award, and the metropolitan conditions under the Bread Act, while the third bakery, which is situated within, and serves the same district, is just outside the 25 mile radius, and consequently comes under country conditions.

The main differences as between country and metropolitan baking, with which we are concerned in this measure, are in respect to week-end baking and deliveries.

It is proposed that under the new award, baking in the metropolitan area will be allowed only until 12 noon on Fridays; and bakers may not bake on Saturdays or Sundays under the new award, whereas the country baker may bake on Saturdays. He may also bake on Sundays and public holidays at penalty rates if he employs any tradesmen. However, he may not deliver bread on Sundays and public holidays, nor avail himself of the privilege of the multiple bake over-night prior to week-ends or holidays.

Under the particular circumstances existing in the area mentioned, it is considered that, for the sake of regularity, it would be better for all three bakers to operate under similar conditions.

It follows that, if the new metropolitan award is extended, and the country award altered accordingly, the passing of this measure will permit of conditions being regularised within the Rockingham Shire area.

The full extent of the anomalies which may arise may not be assessed until after the new award has been put into operation. There is therefore a provision that the amendment proposed will not come into operation until a day to be proclaimed, after which it may be expected the passing of this measure will enable the parties to the award, and the Arbitration Court, to resolve some of the problems by way of anomaly which seem likely to become evident.

Debate adjourned, on motion by The Hon. F. R. H. Lavery.

STAMP ACT AMENDMENT BILL

(No. 3)

Returned

Bill returned from the Assembly without amendment.

LOAN BILL, £21,980,000

Second Reading

Debate resumed, from the 13th November, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [10.17 p.m.]: This is the normal Bill submitted to us to approve the amount raised from loan, which was approved at the Loan Council, and which is on this occasion for a sum

of £21,980,000. This is a very substantial sum; and although it is only a very slight increase on the actual loan raisings from that source of last year, if it were taken on that basis alone, it could be misleading in respect of the amount of moneys coming to the Government from loan sources and other Commonwealth sources; because there are some very important, and very large sums being made available by the Commonwealth for specific purposes which do not appear in any of our loan programmes. They are dealt with in separate agreements.

For example we have the case of a sum this year of, I think, £300,000 representing part of the total of £800,000, for a new land-backed jetty at Derby. Then again we have very large sums from special grants for roads; quite distinct from Commonwealth moneys under special Federal Aid Roads Agreements, to be spent on beef roads. In the main, and as a total, there are very big sums—fortunately for this State—to be spent for special purposes.

I am interested in some of the amounts represented in the schedule to this Bill, which are less than amounts from loans expended last year, and years of the recent past. For example there seems to be a diminution in the moneys available to us from our loan funds to be spent on the water supplies of this State—both country water supplies, and metropolitan water supplies. Although the country water supplies show a figure of £1,250,000, and country areas and town water supplies £1,500,000, the total figure for last year was nearly £4,750,000.

There are considerable variations in the detail given in the schedule to the Bill in many of the works as specified; and although I am very conscious of the transference of funds, even after approvals, I take it the amounts alongside the various items are considered to be the maximum sums capable of profitable or proper application to the particular service to which they are to be applied. I am disappointed that there is no figure mentioned in the North-West estimates of expenditure from loan funds for a deep-water jetty for Broome.

I have raised this question more than once in this Chamber, as has Mr. Strickland on more than one occasion. This year we have the special provision I have mentioned for a very large grant for a land-backed wharf at Derby; but there is still no provision made for a deep-water port to which all ocean-going vessels may tie up at any point north of Carnarvon indeed, north of Geraldton. The only port where an ocean-going vessel might tie up to the jetty-head over 1,200 miles of our coastline is at the end of Cambridge Gulf at Wyndham.

This is not something which is merely of very great need, it is something which I fear has been a very serious omission in the framing of works programmes for our

north-west. In a recent statement, in answer to a question in another place, it was stated that £20,000 was to be made available from main roads funds this year for the upgrading of the south of the Fitzroy River road. That is the answer to a promise which is more than a year old—much more—and which has a bearing on the servicing of Broome by road, and the terminus of Broome as the end of the road south of the river tapping the pastoral area in, through, and past such places as Fossil Downs, and on to Halls Creek.

We of the north have never raised this matter in competition with anything else. We have raised it as something which in itself is a vital and urgent need. It is disappointing to find in the north-west items that in a total of £1,500,000 there is no provision in the Bill for such an expenditure.

Without any presumption on my part, I would like to recommend to members in this Chamber, particularly new members, something which I think they would get a great deal of satisfaction from studying. It would be a source of information and inspiration to them at all times; and it could be studied whether the House is in session or not. I refer to the financial statements that have already been made available to members in respect of the loan raisings.

If members will look at the financial statement for 1962-63, return No. 11, they will find in that return the loan expenditure of this State for 1952-53 onwards, with a comparison of this year's anticipation together with that of previous years. They will find the details of expenditure from loan funds on all of the State's assets on which loan money has been spent. In addition, a study of this very important document will reveal something to which I referred a few moments ago on another Bill; namely, a summarised classification of loan assets of this State, which is on page 18 of this statement, and which clearly shows not only that our total debt is £277,500,000, but that of that £277,500,000 an amount of £47,214,000 is fully productive; £59,133,000 partially productive; and £162,409,000 totally unproductive.

So in the course of our borrowings during the period of the Loan Council, and prior to the constitution of the Loan Council, we have a total public debt of £277,500,000, and of that money invested in public works of all kinds in this State we have a total unproductive amount of £162,000,000. I do not propose to criticise that figure, nor am I going to criticise the items which contribute to the total; because within its total will be found, in the total unproductive items, some very important matters which give to this State a basis of sound development and economics as a foundation to our internal economy which is not relative to the amount of debt.

For example, in that total is the cost of all our public buildings, including our schools, police stations, and the like; the cost of our railways, our country water supplies, agriculture generally; and the vast sums that have been spent—a lot of uninformed people will say misspent; but I believe they have been spent in the pushing forward south-west and east in this State—to promote settlement, development, and production; those vast sums which under the old Industries Assistance Act and the old Agricultural Bank Act no Government had any alternative but to write off. Although totally unproductive, millions of pounds still represent, basically, an investment in the development of the State.

These are fully productive in many respects, particularly in the production that comes from them directly and indirectly from private means, rather than from Governmental channels. I simply raise that question as something of interest to members. I know there are several members anxious to know where information is available to them. Only this evening one member asked me such a question. It is in this sort of document—the financial statements—that the history of the State is available. Members will find it there accounted for them; and without any suggestion of presumption at all, and without assuming any sort of authority in the matter, I simply recommend to members that if they study the financial statement—the Budget statement—together with the Australian Year Book, they will want very little else to acquaint themselves with the progress of this State through its attachment to, and detachment from, Commonwealth and all that is augured for the future. I support the Bill; that is obvious.

The Hon. A. F. Griffith: Before you sit down, did I understand you to say expenditure in the north was £1,500,000? I think it was more than that.

The Hon. F. J. S. WISE: The expenditure in the north on items such as jetties, schools, hospitals, police buildings, and the like was £1,500,000.

The Hon. A. F. Griffith: There is more on the other page.

The Hon. F. J. S. WISE: That is dealing with the State Shipping Service, and so on.

The Hon. A. F. Griffith: Over £2,000,000.

The Hon. F. J. S. WISE: That is true, but matters associated with public works—

The Hon. L. A. Logan: A percentage of 23 per cent. of Federal money was spent on roads.

The Hon. F. J. S. WISE: There are extraneous matters to this Bill. There are things not detailed in this Bill, not mentioned by the Minister, and not available in returns, because they come from the Commonwealth and special Acts.

The Hon. A. F. Griffith: I think the point Mr. Logan was making is that 23 per cent. of our loan funds is a fair percentage to go into the north.

The Hon. F. J. S. WISE: It sounds a fair percentage, but I would draw attention to the fact that when the initial formula of the Federal Aid Roads Agreement was propounded in the twenties, first of all, five per cent. went to Tasmania, then it was brought onto the three-fifths population and two-fifths area basis.

Western Australia and its vacant parts, including the north-west, contributed largely to the total grant; and of the total grant the north-west contributed many millions which have not been spent there. So we have no apology to make for the fact that 23 per cent. of the grant that now comes from petrol taxes and from the Federal Aid Roads Agreement has been spent in the north.

The Hon. G. C. MacKinnon: It earns 50 per cent.

The Hon. F. J. S. WISE: For a long time we only got a million or two; but look at the amount we get today.

The Hon. L. A. Logan: It is over £8,000,000.

The Hon. F. J. S. WISE: Yes, between £8,000,000 and £9,000,000. So the north with its emptiness has been directly and indirectly an important contributor to the sum received by the State; and it has contributed to many miles of bitumen roads in the more populated parts of the State.

I support the Bill and hope that at some time the Minister may be able to send us a communication—we of the North Province—in connection with the pending construction of a deep-water jetty at Broome.

THE HON. J. G. HISLOP (Metropolitan) [10.38 p.m.]: I presume this will be the last occasion on which members will be able to bring forward matters of interest to them.

The Hon. F. J. S. Wise: There is the Appropriation Bill.

The Hon. J. G. HISLOP: I will take the opportunity on this Bill and will not speak again. There are one or two things I would like to mention. I was interested during the session in the raising of the school-leaving age towards the age of 15; and since that time I have made it my business to inquire from a number of children who have left school at an early age.

One or two avenues of my life these days takes me into contact with these children; and it is an interesting thought that one must reach the conclusion that the great majority of these children left school at an early age because of lack of proper counsel. They had grown tired of school, so it had been suggested they had

reached the end of the road in progress as far as their mental outlook was concerned. There is a possibility in a number of cases that they would have to contribute to the finances of their families; but in the main I found it was due to the fact there was not any really advanced assistance to them to inform them what increased education would mean to them.

I would stress to the Minister for Education the apparent need to approach these children who desire to leave at this early age to make certain they understand completely what it means to them. These children very seldom have an intuitive wit for success and for the making of money; and they end up in a very low grade of activity in life, especially in regard to finance.

In these days, it is necessary that we use all the brains we have to the greatest advantage. Therefore, I would plead that there be some organisation within the department which can meet these children on a basis of counsellor advice, suggesting to them that an extra year at school might make all the difference to what they would receive in the way of emolument in work and difference in status they would ultimately achieve in life.

The second thing I would point out is this: it would appear that the Commissioner of Public Health is due to resign in a short time—

The Hon. A. F. Griffith: Retire.

The Hon. J. G. HISLOP: —and another commissioner will need to be appointed. I heard the Minister's interjection and I should have said "retire". I would like to feel assured, and I think most of my profession would too, that this appointment will be one that will be advertised very widely, not only in this State, but throughout Australia—and even abroad if necessary. I have no objection to any particular person being appointed to this post, but there should be a feeling afterwards that the person who is appointed has spent his days in the medical health field and has won his spurs against competition. If that is so, whoever is appointed will have a much better standing in the community than if an automatic appointment is made from either within or without the department.

I have no objection to an appointment being made provided it is made on the basis that this post is one of magnitude and importance and that the appointee has the knowledge that is required to continue training—something that is so necessary for a man holding such a post.

I have one final idea in my mind. We have reached the stage at which our Medical School has now put through its first number of qualified medical practitioners who have done the whole of their training in Western Australia. It is a very great achievement. I consider we

should now go further and provide further facilities for teaching, and should convert hospitals that are available to the status that is required as teaching hospitals so that they can be accepted by the General Medical Council of Great Britain as a basis of reciprocity with respect to our practitioners who qualify at the University.

I would like to see the Fremantle Hospital looked at from the point of view of being raised rapidly to the point of expansion where it would also be regarded in the same light as the Royal Perth Hospital. I would like to see the Chest Hospital opened up completely to students so that the work of the chest authorities—if I may use that term—will be widely spread amongst the whole of the trainees graduating and the profession at large. I emphasise also I would like to see resident medical officers and those in this State who want to study for a diploma of psychological medicine able to achieve that by residence in our mental hospitals.

I would like to see the practising profession in psychiatry competing amongst the permanent staff of the Mental Health Department so there can be closer union between the two branches of teaching and the two branches of this work within the State. I say two branches, because up to date the work carried on in the Mental Health Department is almost dissociated from the work of the practising psychiatrists in the profession outside the Mental Health Department.

I believe there is a very big task awaiting us in the near future. I consider that the date is later than we might think. There are to the north of us large numbers of practising members of the medical profession who find it very difficult to gain for themselves postgraduate experience in medicine. I think that we in Western Australia must realise that we could be, in a very short time, the centre of training of medical practitioners from South-East Asia.

I feel quite certain that if this is envisaged and a move is made to the members of the Colombo Plan we would find this would be of great interest to them. I do not think that we can go on for long raising the standards of our own medical treatment to our own citizens without taking into account the fact there is a vast number to the north of us who are really looking for advancement in medical science within their own communities.

The universities on the other side of Australia are doing what they can in this regard; and some of the work they have achieved is commendable. The closeness of this coast and the ease with which South-East Asia can be reached from here makes it more or less essential that we regard this as one of our responsibilities in the coming days. If this were to become a reality and we were to become a medical training centre for those people to

the north of us, it would ensure a better understanding between us and those nations and their millions than we could achieve by any other method. Trade will do what it can. But the fact that we are willing to spread our medical knowledge and to help in every way we can in building the health organisations for those who live to the north of us will mean immeasurably more than could be achieved by any other method.

Having spoken to a number of persons who have come at various times from Singapore and South-East Asian countries, I have been impressed by their concern for higher education. That concern has been brought home to them possibly as a result of their travels in this country. I think this is a matter which could be looked at by the Government and by the University with a sense of discernment. The beginnings of a school of postgraduate medicine could be established in this State. I support the Bill.

THE HON. A. L. LOTON (South) [10.47 p.m.]: Earlier this session Mr. Jones and Mr. Ron Thompson were somewhat concerned that boys from the metropolitan area did not have the opportunity of entering agricultural schools. We have four schools in this State. One is situated at Cunderdin, one at Denmark, one at Harvey, and one at Narrogin. I am chairman of the selection committee which selects boys for enrolment at these schools. At Cunderdin, five boys from the metropolitan area and 37 boys from the country have been offered enrolment for the 1963 term. At Denmark four boys from the metropolitan area and 14 boys from the country have been offered enrolment. At Harvey, nine boys from the metropolitan area, and 16 boys from the country have been enrolled; and at Narrogin, four boys from the metropolitan area and 47 boys from the country have been enrolled. This makes a total of 22 boys from the metropolitan area or near metropolitan area. When I say "near" metropolitan area I include such places as Gosnells, Maida Vale, and South Fremantle. A total of 114 boys from the country have been enrolled, making a complete total of 136 boys being enrolled for the beginning of the 1963 season. The statement has been tossed up from time to time that boys from the metropolitan area have no chance of being accepted into these schools, and I thought members might be interested in the figures I have quoted.

THE HON. F. R. H. LAVERY (West) [10.48 p.m.]: I wish to speak on three matters. We have just passed a Bill in connection with the fruit-fly menace, or, shall I say, in connection with other insects which affect the fruit in this State.

While proceeding from Ongerup on Monday morning I was amazed to see signs along the road asking people to

deposit their fruit into empty 44-gallon drums with no lids. I wonder whether this is playing with fire. If we have non-edible fruit at home it is wrapped in paper before it is put into the rubbish bin. But we are asking motorists to pull up at such signs and to deposit their fruit in the empty drums. That seems to me to be a waste of signs and a waste of drums. Once the fruit is deposited in that manner, where does the fruit fly go? It simply breeds; and it may be days before those drums are touched.

I am as concerned about the fruit-fly menace as any country member, and I trust that the Minister in this House will refer the matter to the Minister for Agriculture in another place.

I now wish to make a request to the Government in regard to adult education. I hope I am not stealing somebody else's thunder in this direction. I attended an adult education school this year. The school was attended by a wide selection of the community, from representatives of the Junior Chamber of Commerce to housewives and retired people. At the end of the school there was a "grudge" hour to enable those who attended the school to put forward recommendations for future years. Reference was made to the wonderful work that this organisation is doing with the small amount of money at its disposal under Mr. Hew Roberts (Director of Adult Education), Mr. J. Birman (Deputy Director) and staff. If another £2,000 or £3,000 could be provided, I can assure the House that the money would be put to good purpose and would be spent to develop adult education. I promised that I would bring the matter before Parliament, and that is what I am doing.

I would like to congratulate the Main Roads Department on the very fine report which it has presented to Parliament. The amount of money which has been expended by the department during the last 12 months is, compared with the amount of money spent ten years ago, almost astronomical. I think this is one department which can feel justly proud of its achievements, from the administration level to those members of the department who are employed on the roads. It is my belief that we have here the perfect example of a Government department working in close association with private enterprise. I am referring to the production of materials such as the bitumen which is spread on the roads. The bitumen is transported from Kwinana in large trucks, and it is spread on the roads immediately instead of having to be first heated in drums, which used to be the method adopted.

During the last 12 months I have travelled over a large area of the State. About three days ago some visitors from the Eastern States said to me, "We hear that Victoria supplies the money with which to build the roads in Western Aus-

tralia. If that is the case then Western Australia has spent that money very wisely." In my opinion, the department can be highly commended.

Finally, I should like to ask the Minister whether a director of mental health has yet been appointed.

THE HON. R. F. HUTCHISON (Suburban) [10.54 p.m.]: I am going to make one comment regarding expenditure on this vote. I have been asking questions concerning mental health. The vote for mental health services seems to be very small in comparison with other votes, and these other votes are of no greater importance. I have asked questions about children at Claremont and about the general overcrowding at Claremont. I should like to ask the Minister now whether there will be a bigger vote given for this very important service. As a matter of fact, there will have to be a bigger vote provided in the future. We are woefully behind in the matter of mental health. The service has grown very quickly during the past ten years, and there is no stopping it. We are lagging behind abysmally in this matter. I am sure it is for that reason that we have been losing officers from this service. Doctors, psychologists, and social service officers have resigned.

I want the Minister to know that I am very earnest in what I say about this. I will be following this matter through. I am going to ask him later on what the Government intends to do; whether it is going to raise this grant for mental health services, and whether anything will be done to improve this department—or are we going to do what we have done for the last four years? and that is nothing. I bring this matter to the Minister's attention.

THE HON. A. R. JONES (Midland) [10.57 p.m.]: I am indebted to Mr. Loton for supplying me with information regarding the number of boys who will be received into agricultural schools next year. It is pleasing to know there are 22 boys from the city who will have the opportunity of attending such colleges. However, I still feel there is a greater need for more colleges. Apparently there have been a number of boys turned down this year, either because of age or because of their mental standard, or for other reasons.

I feel that further colleges could be set up in areas north of the State. We have only four colleges, one of which is right down south, one is at Narrogin, one is at Cunderdin, and one is at Harvey; but there is no provision made for boys north of the east-west line. Provision should be made for at least two such centres. I nominate one to be established at Morawa, and the other probably at Geraldton.

Later on we may find that more of these centres will be needed. If these schools were available and more boys knew they

had the possibility of going to them, then I am certain we would get more applications from boys in the city. I urge the Minister to bring the point forcibly home to the Government, because I think it is of dire necessity that as many boys as possible should be trained in our agricultural schools—particularly boys from the city.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [10.59 p.m.]: I believe I could be forgiven if I did not endeavour to reply to all the points which have been raised this evening. Suffice it to say that I will channel these points to the various Ministers concerned. I think that is all that is necessary for me to say at this point of time.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (The Hon. W. R. Hall) in the Chair; The Hon. A. F. Griffith (Minister for Mines) in charge of the Bill.

Clause 1 put and passed.

Clause 2: Power to raise money for certain purposes—

The Hon. F. R. H. LAVERY: I appreciate that the Minister could not be expected to answer all the questions that have been put to him by members tonight, but I respectfully ask, before we adjourn this evening, will he answer my last question: Has the Director of Mental Health been appointed yet?

The Hon. A. F. GRIFFITH: To the best of my knowledge, up until now a director has not been appointed.

Clause put and passed.

Clauses 3 to 6 put and passed.

First to third schedules put and passed.

Preamble put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

Third Reading

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

IRON ORE (TALLERING PEAK) AGREEMENT ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 13th November, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [11.4 p.m.]: The agreement of 1961, which this

Bill seeks to amend, was made between the Government and the Western Mining Corporation, which is a company of extremely high standing in this State and, indeed, in all Australia. It is a concern which is regarded as being a good employer of labour and an employer of good labour. It is prepared to pay for men of ability to hold particular positions.

An examination of the principles proposed in the amended agreement suggest that the company has found—perhaps considerable—shortcomings in its original anticipations in regard to the Talling Peak iron deposit. To safeguard its position the agreement is to be varied to provide, *inter alia*, for the inclusion of the deposit at Koolanooka Hills and, in the words and terms of this amending agreement, to ensure the economic recovery of ore.

There are several matters which appear in this agreement, without disregarding the text of the speech which the Minister delivered to us yesterday evening in introducing the Bill, and they appear to me to indicate that the Koolanooka deposit could be said to be relatively small in these days of the discovery of iron ore deposits of considerable volume.

After all is said and done, it is suggested to be a deposit of 1,200,000 tons. It has a very attractive value and a high percentage of iron ore and will be the first deposit to be operated on by this company.

The Hon. A. F. Griffith: It is good grade.

The Hon. F. J. S. WISE: So the first departure from the original intention of the company is the inclusion of Koolanooka. The second is that whilst the company is not abandoning its plans in regard to the Talling Peak deposit, it is leaving its original ideas in that regard until it is seen that this good deposit at Koolanooka is reduced to something in the vicinity of the possible production of 500,000 tons a year. That is the proposal within the agreement.

The Hon. A. F. Griffith: When it falls away from 500,000 tons a year then the company obligates itself to go on with the Talling Peak deposit.

The Hon. F. J. S. WISE: That is right; it has to carry out its existing obligations in regard to Talling Peak. So it will not be used in the initial stages in the development of Talling Peak, but will be used only when a depletion of the Koolanooka deposit makes the move to Talling Peak necessary. I would think that although the clause in the original agreement provides for a bond of £100,000, it could mean, if we adopted a critical attitude, that after the first body of good ore had been removed, either the first sum of £100,000 would be of little moment or it would not be of sufficient consequence to make the railway construction a fact.

I am suggesting that the £100,000 need not be a determinant in the construction of the Talling Peak railway when that point is reached. It is obvious that the Western Mining Corporation in its thorough examination of the Talling Peak deposits was not prepared to work that single deposit as at first contemplated—to construct the railway to it and to prepare, without any beneficiation, to export the 60 per cent. grade ore only.

There is no intention at all of using the ore of a lower grade at any time until the new deposit is exploited. I think one could cavil a little at the non-merging of the two deposits at this initial point, but it is obvious that there are difficulties facing the company, both in regard to immediate availability of a large quantity of ore of 60 per cent. value consistent in its quality through a big tonnage, and that ore being much more attractive to the company than its original proposal.

I can quite appreciate, having followed world reports on Japanese sources of iron ore in different parts of the world, where that country is getting it from; the places it is exploiting rather than becoming involved in the development of new deposits at this point; and it is unfortunate that difficulties associated with the development of this very competitive mineral and the marketing of it should, before the commencement of development work, befall anyone with whom the State Government has made an agreement. That may not be wholly the position, but I think I am somewhere on the track. It is mainly a question of availability of market, accessibility of the ore, and the ability to market it profitably by all the interests concerned.

In any case, I am more concerned in seeing development commenced, in seeing some benefit accruing to the State, and in seeing that some benefit from the use of this latent wealth accrues to the town and port of Geraldton. I am hoping that the economics will mean the establishment of a concentrating plant for the lower-grade ore before all the best grade ore is exploited from these teeming deposits, and perhaps in the one further up in the Murchison. It may be, too, as mentioned by the Minister, that it is not a forlorn hope that ultimately we will get a smelting plant through the advent of the Western Mining Corporation and its handling of these deposits.

In these matters, in the varying of this agreement and in looking for the real reasons for the varying of it, I am not only prepared to concede that it is in the hands of the best mining company the State has ever had dealings with, but also it is of little avail, unfairly, or unnecessarily, to adopt the role of a critic unless one can come forward with some better solution or some better basis to ensure the development of this deposit.

I do not wish to be a carping critic in such matters; therefore if the amendment to the agreement made with the Western Mining Corporation in 1961 will assist in the development and use of the deposit in question that will be sufficient reward. Monetary benefits will accrue to the State and to the port of Geraldton and its people. The prime reason which prompted me to support the Bill was that its passage would ensure that the additional deposit would be included in the agreement. In that event we have little option but to approve of the agreement.

Regarding the construction of a railway line, which has been mentioned as being part of the proposal, I might have appeared to be finicky on more than one occasion. I therefore examined the Bill before us very carefully because of the reference to the construction of a single railway line with appurtenances under the agreement conditional on certain contingencies arising. Paragraph (6) of the agreement clearly sets out that the State shall, as soon as conveniently possible after the agreement has been reached, introduce a Bill seeking the approval of Parliament for the construction of a railway line under the Public Works Act.

This Bill differs from the one relating to the Mt. Goldsworthy deposit. During the debate on the latter Bill I raised a series of objections because it did not suggest the approval of Parliament for the construction of a railway line. That is the difference between the two Bills.

I can see no objection to the Bill before us, because it does not conflict with the Public Works Act. There are other aspects of the agreement, notably the one in paragraph (14), which I cannot, or do not pretend to, understand. The method of assessing the freight in that paragraph will be sufficient until the time comes when the freight has to be worked out on a satisfactory basis.

I understand the children in this State today took their Junior and Leaving examinations in Maths B, which included the elaboration of algebraical formulas, but I was not in attendance. In short, there is no reason to oppose the Bill. We must all concede that the Western Mining Corporation will look after its own interests, but from my experience of this company its intentions are above reproach. We should at least give it the opportunity to develop and market the ore for which the 1961 agreement was made.

THE HON. A. R. JONES (Midland) [11.19 p.m.]: I am particularly interested in this Bill not only from a State point of view but also because the Talling Peak deposit and the Koolanooka deposit are within the province I represent. I know what the development of these two deposits will mean to the people of that area, and particularly to the port of Geraldton.

If this opportunity to develop and exploit those reserves is passed over on this occasion, then they may never be developed. These are very small deposits in comparison with others in this State. There are huge iron ore deposits further north, and possibly some have not yet been discovered; these will come into prominence in the next year or two when the small deposits covered by the Bill are forgotten.

Every consideration and encouragement should be given to the Western Mining Corporation to develop these deposits. I visited the location of the deposits on two occasions, when I spoke to the geologists. They told me there were 1,200,000 tons of 60 per cent. ore in sight with the possibility of a greater quantity being discovered.

The Hon. A. F. Griffith: There is a distinct possibility.

The Hon. A. R. JONES: That appears to be the situation in the Talling Peak area from the survey which has been made of the known bodies of ore. If we do not agree to the proposal before us there is a great possibility that these deposits will not be developed. That is my opinion based on supposition.

I support the Bill for that reason, and also because the development of these deposits will make a tremendous difference to trade in the north. This development might well lead to the development of other deposits east of Mullewa, west of Wiluna, and near Cue. Once the proposal before us is got under way we will be able to get an idea of what markets are available for the ore, and what costs are involved; we will be able to determine whether the other deposits are capable of being developed.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [11.23 p.m.]: We should have a little regard for the intention of the Talling Peak agreement. I share the view of Mr. Wise that the creditability of the Western Mining Corporation is not in doubt. If one were to examine the projects upon which it has been engaged in Western Australia over the past 25 or 30 years, one would find that it has contributed largely to the industry of the State. The most recent, and one of the biggest developments for which this company is responsible, is the establishment of an alumina works in Western Australia. That is to be established in Kwinana, and construction is well under way.

When the Government requested Parliament to ratify the Talling Peak agreement it was thought there was sufficient good grade direct-shipment ore in that deposit. In the course of the negotiations, the company undertook to test for further ore bodies if the Government was prepared to increase the area held by the company

and give it a permit to test additional deposits. The company indicated that it would not find more than 2,000,000 tons of direct-shipment ore, but that the ore from other deposits of a lower grade would lend itself to beneficiation. The calculation of the whole proposition for the amortisation of the necessary expenditure was based primarily on the 2,000,000 tons available with an expectation of what might follow from the treatment of the lower grade ore.

The Hon. F. J. S. Wise: What does the figure come back to?

The Hon. A. F. GRIFFITH: It now comes back to 1,000,000 tons. It is very regrettable that the company was unable to prove up to 2,000,000 tons. The quantity of 1,000,000 tons is not sufficient on which to base an economic proposition.

The Hon. H. C. Strickland: That quantity of ore is taken from Cockatoo Island each year.

The Hon. A. F. GRIFFITH: Yes, and B.H.P. is only fiddling with that deposit; although I do not want that term to be misunderstood. The construction of a railway line of 35 to 40 miles presented difficulties to the Western Mining Corporation, and it could not see its way clear to proceed with the proposition. Had it not been for the Koolanooka deposit, the Talling Peak agreement would have come to an end, and the benefit which it was hoped would accrue to Geraldton would have disappeared.

When I introduced the measure relating to the Talling Peak agreement and that relating to the Mt. Goldsworthy agreement I said that a great deal of caution had to be exercised, because until the mineral deposit had been proved nothing was sure. Even after the company had proved the deposit it had to find a market for the ore and the means to ship the ore. These matters take a long time to finalise.

The Koolanooka deposit was handed over to the Western Mining Corporation as a temporary reserve in the same manner as other temporary reserves are given to other companies in the search for iron ore. These temporary reserves extend from as far as Wyndham in the north to Albany in the south. In some cases the search for iron ore has exceeded all expectations, and in one deposit in the Hamersley Ranges in particular there are huge quantities of ore about which nothing was known two years ago. Within the last two months further discoveries have been made.

With the availability of such huge quantities of iron ore in other parts of the State, it will be seen that the Talling Peak deposit and the Koolanooka deposit pale into insignificance. The problem of working such small deposits is great. The

Western Mining Corporation cannot ship the ore through Geraldton in vessels of 30,000 or 40,000 tons, as is hoped to be the case in respect of the export of ore from Depuch Island. The company has to ship the ore through Geraldton in 10,000-ton vessels. Even then a considerable sum of money has to be spent on the Geraldton harbour to enable that to be done.

The difference in the freight rates for carting ore on a vessel of 10,000 tons and on a vessel of 30,000 tons is more than the difference between the profit and loss in a proposition of this nature. So the company has to seek a right price for the ore.

The Hon. H. C. Strickland: It looks like a buyer's market.

The Hon. A. F. GRIFFITH: It is. I should think that is a very correct comment to make. It is developing into a buyer's market because of these enormous discoveries made in the last couple of years. The importance of the whole thing to Western Australia still presents us with a lot of difficulties which we must overcome in some way. With regard to its being a buyer's market, it can easily be seen that the reason why the buyer might be a little bit careful about going to a small deposit at Koolanooka or Tallering when there are such potential areas elsewhere where he might think he could do better—

The Hon. F. J. S. Wise: It could be very touchy.

The Hon. A. F. GRIFFITH: Yes. The Government is grateful for the tenacity displayed by this company in going on. I would like to assure the House that in my opinion it is the company's obvious interest and purpose which is carrying it forward in the hope that it will make a success of this venture.

Members of the company came to me and told me that so far as Koolanooka was concerned it was shaping up better than Tallering, and whilst it is obvious that Tallering is now going to take second place, the bond of £100,000 under the agreement is to establish good faith on the part of the company. That is the purpose of that particular clause—merely to establish good faith.

I told the company's representatives that since the State was to get 6s. a ton on 2,000,000 tons from Tallering—that was under the first agreement—it was reasonable that we should expect to receive 6s. on some minimum quantity of ore when the two deposits were brought together under the one agreement. We talked for quite a while on the possibility of the State getting 6s. on 3,000,000 tons—one million from Tallering and 2,000,000 from Koolanooka.

However, the company pointed out to me that if the Government insisted on that it would put the company two years

further away from its desire to establish a processing plant in the Koolanooka area. Therefore, I recommended to the Government, bearing in mind that it would mean two years sooner that we would enter into a benefice of some kind, that the amount should be decreased providing for 1,000,000 tons from Tallering and 200,000 tons from Koolanooka. So, again, the good faith of the company is established.

The explanation as to why the matter would be delayed for two years is that they were bound to pay 6s. a ton on whatever type of ore was shipped whether it be direct shipping or of premium grade, or whatever it was.

The Hon. H. C. Strickland: What does B.H.P. pay?

The Hon. A. F. GRIFFITH: In connection with Cockatoo Island?

The Hon. H. C. Strickland: Yes.

The Hon. A. F. GRIFFITH: It pays 1s. 6d. a ton; but there is one fundamental difference between the B.H.P. and the Western Mining Corporation. The B.H.P. agreement binds the company to no export outside Australia. Under the agreement, every ton of ore that comes from Cockatoo Island has to be processed in Australia. In connection with Koolyanobbing, under the B.H.P. agreement, there is a very severe penalty of 10s. a ton in the event of the ore being exported outside Australia. Therefore the two situations are totally different.

We tried to set a pattern whereby a fair return would be obtained out of the minimum quantities of this direct shipping ore, and that is what has been done in the case of this agreement. The Government thought it was fair in this case to indicate that it looked obvious that Koolanooka was going to be the better of the two; and therefore the amounts to which I have referred were decided upon with the idea that later on when the benefice was established, the amount would be 1s. 6d. a ton. The idea was to give the company encouragement to benefice—to start a treatment plant in our own State so that employment opportunities would follow.

I would like to say that the question of the £100,000 bond, as Mr. Wise suggested, may be a medium whereby the company can relieve itself of the obligation to go to Tallering. But that is not the light in which I see it. I am prepared to accept the good faith demonstrated by the Western Mining Corporation and I am convinced that if it can make a success of Koolanooka, then in good time it will go to Tallering, and the Geraldton area will profit by the over-all investment.

Tallering is obviously not as good a proposition as Koolanooka because Koolanooka is only 15 miles away from the made railway at Morawa, whereas Tallering is some 35 miles away.

The Hon. L. A. Logan: It is a further over-all haulage.

The Hon. A. F. GRIFFITH: That is perfectly true. Nevertheless, the amount of railway line to be constructed by the company itself is 15 instead of 35 miles, and that is a very considerable saving in capital cost.

The only other comment I would like to make in connection with the formula is that if Mr. Wise would like to have an example of how this formula works I could give him one.

The Hon. G. C. MacKinnon: Did you work it out yourself?

The Hon. A. F. GRIFFITH: No, I left that to the people who are much more capable of working it out than I am. The Railways Department provided me with a formula which I can see works perfectly. If members would like to see it I would be quite happy to show it to them. The basis of the formula is to provide early in each calendar year, in a rise and fall manner, for an alternative in the base freight rate; and in commerce there are very good reasons for dealing with an agreement of that nature with laws of this nature.

I do not think there is anything further I can say except to repeat that the company is very energetically pursuing its objective; and I have every belief that not only will it find a market for the iron ore—and that is a very difficult proposition at present—but that it will start shipping very high grade ore in good time and that it will put up the beneficate—a plant which they planned—in Western Australia and that that portion of the State which is to receive the benefit of this type of development will, in fact, receive that benefit.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

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

MONEY LENDERS ACT AMENDMENT BILL

Assembly's Amendment

Amendment made by the Assembly now considered.

In Committee

The Chairman of Committees (The Hon. W. R. Hall) in the Chair; The Hon. H. K. Watson in charge of the Bill.

The CHAIRMAN: The amendment made by the Assembly is as follows:—

Clause 2—Add a new subclause to stand as subclause (2) as follows:—

(2) Notwithstanding the provisions of subsection (1) of this section a Money Lender, to whom section eleven A applies, shall not, in relation to any loan or transaction in respect of which an acknowledgement or agreement pursuant to subsection (1) of this section shall have been executed, receive interest in excess of the maximum rate per centum per annum permitted from time to time under section eleven A.

Designation (2) in the clause is consequentially changed to (3).

The Hon. H. K. WATSON: I move—

That the amendment made by the Assembly be agreed to.

I think the amendment is self-explanatory—as much as anything connected with the Money Lenders Act can be self-explanatory. Briefly, the position is this: The Bill relates entirely to borrowings by companies. As the Bill left this Chamber, it conferred upon the parties power to contract out of the provisions of the Money Lenders Act. Under this amendment the position will be that there will be power to contract out, subject to the qualification that the interest receivable by money lenders shall not exceed the maximum rate provided in the legislation at present.

The Hon. A. F. GRIFFITH: The amendment is accepted by the Government.

Question put and passed; the Assembly's amendment agreed to.

Report

Resolution reported, the report adopted, and a message accordingly returned to the Assembly.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [11.44 p.m.]: I move—

That the House at its rising adjourn until 11 a.m. tomorrow (Thursday).

Question put and passed.

House adjourned at 11.45 p.m.