

## **Legislative Council**

Thursday, the 4th August, 1977

The PRESIDENT (the Hon. Clive Griffiths) took the Chair at 2.30 p.m., and read prayers.

### **QUESTIONS**

Questions were taken at this stage.

### **WATERWAYS COMMISSION BOUNDARIES**

#### *Ministerial Statement*

**THE HON G. C. MacKINNON** (South-West—Leader of the House) [2.50 p.m.]: Mr President, I wish to table papers and to seek leave to make a statement.

The PRESIDENT: The Leader of the House seeks leave to make a statement. As there is no dissenting voice, leave is granted.

The Hon. G. C. MacKINNON: I rise to speak, Mr President, for two purposes: Firstly to table as required under section 10 of the Waterways Conservation Act, 1976, maps showing the boundaries for the Swan River Management Authority which represent the boundaries gazetted on the 22nd July, 1977; and secondly to make a ministerial statement generally on the important issue of boundaries for the Waterways Commission established by the Waterways Conservation Act, 1976.

I have sought leave to make a ministerial statement early in the life of this Parliament both because of the importance of this matter to the Government and in order to make it clear to the community at large and to the local authorities which represent them just what the present position is.

I have received this morning a recommendation from the Environmental Protection Authority regarding the boundaries of jurisdiction of the Swan River Management Authority, the Peel Inlet Management Authority and the Leschenault Inlet Management Authority.

It is my intention to submit for Cabinet approval the recommendations of the EPA with regard to the Peel and Leschenault areas and with the approval of Cabinet and the Governor-in-Executive-Council to have these gazetted and brought into effect within a few weeks.

I have tabled the boundaries for the Swan River Management Authority. I cannot, of course, table at this stage the recommended boundaries for the Peel and Leschenault areas but wish to indicate instead that unlike the area gazetted for the Swan region, the Peel and

Leschenault authorities have recognised the desirability of including foreshore areas within their jurisdiction. They have done so because of the demand by the community at large for adequate foreshore management and I intend to develop the justification for this community demand a little later.

If Cabinet and the Governor-in-Executive-Council agree with my recommendation that the Peel and Leschenault areas should be approved as recommended by the EPA under section 10 of the legislation, then for the first time these two important waterways will have not merely conservation advisory committees but instead statutory authorities in their own right subject, of course, to other relevant legislation.

Some members may ask: Why all the fuss about boundaries? The answer is a simple one. For years the community and local authorities have been asking for adequate co-operative management of the foreshores of important waterways. For years discussions have been held with representatives of the Swan River Conservation Board and the Peel and Leschenault Conservation Committees as to what boundaries should be involved in any such co-operative management.

In April and July last year my predecessor in another place met with representatives of these three groups and presented them with maps of proposed boundaries. Those representatives included representatives of local government authorities. My predecessor took great care to ensure that the views of local authorities were respected.

In fact those members of this Council who heard me speak on the Waterways Conservation Bill last year will recall that particular attention was paid to the important role of local authorities in the conservation and management of the Swan, Peel and Leschenault waterways. In fact, members will be aware that the only members of the three waterways authorities listed in the legislation itself are those associated with local government. So no-one can accuse the Government of trying to ride rough-shod over local shires and councils.

In view of all this prior consultation, I was very disappointed, therefore, to read in the Press in mid-June of this year, severe criticism of the Government by some metropolitan councils which, according to newspaper reports, were confronted with suggested maps and boundaries of jurisdiction for the first time.

My departmental officers and I have tried by every means possible to reassure local authorities

that we have been and are fully aware of their interests and responsibilities.

In fact the Government has gone so far as to take total responsibility for financing the areas under the Swan River Management Authority jurisdiction whereas in past years local authorities had been called upon to contribute to the support of the Swan River Conservation Board.

Also, I have met with the Secretary of the Local Government Association and with the Local Government Association nominee on the Swan River Management Authority and other steps have been taken to try to bring the Swan River Management Authority to the way of thinking of the Government, my advisers, and our colleagues in the Peel and Leschenault areas.

We consider it desirable that the waterways management authorities should have within reasonable limits rights of co-operative management allied with the right to spend moneys, again within reasonable limits, on the foreshores as well as in conservation and management of the actual waters themselves.

However, the Swan River Management Authority persists in its attitude, even with this modernised version of waterways legislation, that it wants the jurisdiction to extend only to the same region as outlined in the tabled maps—what I might loosely call the “high water mark”—as did its predecessor, the Swan River Conservation Board.

I repeat that I am disappointed that those in the metropolitan area do not appear to be as forward thinking as their country colleagues in the Peel and Leschenault areas.

It is my intention to continue consultation on this matter at every possible level with the metropolitan local authorities and with the Swan River Management Authority itself, and in particular their local government representatives. I hope that they will soon come to agree that the Swan River Management Authority should have these co-operative management rights within reasonable limits over the foreshores as well as over the areas in the maps which I have tabled today.

I hope, Mr President, that I will have the pleasure to table an amended version of these maps for the Swan River Management Authority in the near future, dependent upon the outcome of these present discussions. The boundaries of a waterways management authority can be altered by the Governor upon recommendation by the EPA. The EPA and I share the desire to have the agreement of the individual waterways management authorities on the actual areas in

which they will be involved. I have been advised by the EPA today that it will be keeping a watching brief on developments because the EPA members also look forward to making recommendations for amended versions of those tabled maps to be presented to this Parliament in the near future.

After all is said and done, the community wants better conservation and management of the foreshores and the metropolitan waterways so important to recreation. They do not want river banks eroded or littered or spoiled in many other ways as they have been over the years in certain locations. They also want money spent on the foreshores.

Parliament accepted in 1976 that there should be new legislation to take account of these community desires. In fact a great deal of debate occurred about foreshore management and Parliament passed the Act in its present form. Surely we can also expect local authorities which have been given a significant voice on the Swan River Management Authority to reflect the desires of the community which elects them.

That is why, Mr President, I am optimistic that in the near future the metropolitan local authorities and their nominees that have been consulted time and time again on this issue will soon agree that it is in their own best interests to have the old maps up-dated.

I express my appreciation of the permission granted to me to make that statement.

*The papers were tabled (see paper No. 162).*

## DEPUTY CHAIRMEN OF COMMITTEES

### *Election*

On motion by the Hon. G. C. MacKinnon (Leader of the House), resolved—

That, in accordance with Standing Order No. 34, the following members be elected to act as Deputy Chairmen of Committees for the present Session—The Hons. R. J. L. Williams, D. W. Cooley and T. Knight.

## SUPPLY BILL

### *Third Reading*

Bill read a third time, on motion by the Hon. G. C. MacKinnon (Leader of the House), and passed.

## ADMINISTRATION ACT AMENDMENT BILL

### *Second Reading*

THE HON. G. C. MacKINNON (South-

West—Leader of the House) [3.01 p.m.]: I move—

That the Bill be now read a second time.

Section 55 of the Act enables personal applications for probate or administration to be made where the value of the estate does not exceed \$5 000.

This limit has remained unchanged since 1963 and it is considered to be unrealistic in the light of the significant rises in property values since that time.

This amendment is designed to increase the limit set out in section 55 of the Act from \$5 000 to \$10 000.

A consequential amendment to section 57 is also necessary. Section 55 provides for applications for probate and administration to be made to a district agent rather than the Master of the Supreme Court where the normal place of abode of the deceased at the time of death was more than 80 kilometres from Perth.

Section 57 deals with the transmission of applications from district agents to the Master of the Supreme Court in respect of estates not exceeding \$5 000.

As this amount is tied to the amount set out in section 55 it is necessary that it also be increased to \$10 000.

I commend the Bill to members.

Debate adjourned, on motion by the Hon. R. F. Claghoun.

## CRIMINAL CODE ACT AMENDMENT BILL

### *Second Reading*

THE HON. G. C. MacKINNON (South-West—Leader of the House) [3.04 p.m.]: I move—

That the Bill be now read a second time.

The main purpose of this amending Bill is to allow reports already tabled in the Federal and other State Parliaments to be published under parliamentary privilege in Western Australian newspapers.

Even though the State Government and interested parties have been aware of this anomaly for a long time, the matter was brought to a head earlier this year when Western Australian newspapers were unable to publish details of two reports tabled in the New South Wales Parliament—the contents of which affected the interests of many people in Western Australia.

The details of the report were published in

Eastern States' newspapers and were readily available to Western Australian readers.

However, such details could not be published here under the protection of parliamentary privilege, with newspapers thereby obtaining immunity from prosecution and from civil action for defamation, until the reports had been tabled in the State Parliament.

In its report on defamation, "Privileged Reports", dated the 3rd August, 1972, the Law Reform Committee of Western Australia, as it was then known before becoming a commission, recommended changes in the law to overcome the anomaly.

These recommendations were never acted upon mainly because of the possibility of reform being considered on a national and uniform basis.

The topic was referred by the Federal Attorney-General to the Australian Law Reform Commission for it to study defamation law and recommend a uniform law for the whole of Australia. A working paper on this subject has been issued by the Australian Law Reform Commission, but the final report has not yet been completed.

This Bill seeks to rectify the matter by amendment to section 354 of the Criminal Code which will make it lawful to publish in good faith for the information of the public a fair report of the proceedings of any House of any Australian Parliament, as distinct from the present provision which refers only to the Western Australian State Parliament.

The same provision would extend privilege to the report of any committee of any House or any joint committee of both Houses of any Australian Parliament.

The amendment is also intended to extend privilege to the publication in good faith for the information of the public of a copy of or an extract from an abstract of any paper published by order of or under the authority of any House of an Australian Parliament.

However, privilege will not be extended to notices from Government departments in other parts of the Commonwealth.

Publication must still be made in good faith for the information of the public and the person making the publication must not be actuated by ill will or any other improper motive as at present laid down in section 354 of the Criminal Code.

As well as including other Australian Parliaments, there is a reference to the Territories. In fact, the only Territory at present concerned is the Northern Territory, it being the

only one with a Legislature with authority to pass Ordinances and has an Administrator-in-Council. However, other Territories will be included in the future if they acquire such legislative structures.

The Bill also extends the same immunity from prosecution and from action for defamation to the publication in this State of reports of statutory inquiries in the other States or Territories. At the moment the Criminal Code gives this necessary protection only to the publication of the reports of inquiries conducted under the provisions of a Statute of this State.

Finally, a technical change has also been incorporated in other sections by substituting the appropriate reference to the District Court in lieu of court of session.

I commend the Bill to members.

Debate adjourned, on motion by the Hon. Grace Vaughan.

## LEGAL REPRESENTATION OF INFANTS BILL

### *Second Reading*

**THE HON. G. C. MacKINNON** (South-West—Leader of the House) [3.09 p.m.]: I move—

That the Bill be now read a second time.

As a result of representations made by his Honour, the then Chief Justice, in 1970, the then Law Reform Committee examined the situation in which a child, although vitally interested in the outcome of legal proceedings, is not independently or separately represented.

The terms of reference considered by the committee were—

To consider in what circumstances the law should provide for the separate representation of children in court proceedings in which their interests are affected, but to which they are not parties.

Two common instances of such occasions are—

- (a) In applications concerning guardianship or custody of the child, or applications relating to his adoption.
- (b) In proceedings under the Fatal Accidents Act brought by the executor or the widow of a deceased person for damages for all dependants, including children.

In its report, the committee recommended the enactment of a Statute of general application, empowering the courts to order the appointment of a suitable person as guardian *ad litem* for a

child when the court is of the view that the interests of the child are involved.

It is further recommended that a provision be enacted empowering the courts to order costs of the representation to be paid where appropriate, by a party to the proceedings, or out of any fund in which the child has an interest or, failing this, the Suitors' Fund, a fund established to make provision in respect of the liability for costs of certain litigation.

The Government believes that the enactment of a Statute of general application should be undertaken rather than amending the various Acts which would be involved, such as the Child Welfare Act, the Guardianship of Children Act, the Married Persons and Children (Summary Relief) Act and the Adoption Act.

This Bill and the complementary Bill to amend the Suitors' Fund have been commented on by the former Chief Justice and by the Law Reform Commission, successor to the Law Reform Committee, as I mentioned in the previous Bill.

The commission is opposed to the Suitors' Fund being charged with the costs involved, on the ground that such costs are not in support of "suitors" and should be met from the funds provided for legal aid. Whilst the logic of this argument is respected, the fact is that the legal aid scheme does not provide any sure source of funds for this purpose.

Both the former Chief Justice and the Law Reform Commission agree that the assistance proposed should be available not only in the Supreme Court and District Court, but also in the Family Court and Children's Court.

It is not possible at this stage to give any worthwhile estimate as to costs of implementing the present proposals; there are too many imponderables.

However, the Suitors' Fund is sufficiently in credit to withstand any expense involved, at least in the short term. In the long term it may be necessary to increase the resources of the Suitors' Fund.

I commend the Bill to honourable members.

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

## SUITORS' FUND ACT AMENDMENT BILL

### *Second Reading*

**THE HON. G. C. MacKINNON** (South-West—Leader of the House) [3.13 p.m.]: I move—

That the Bill be now read a second time.

This amendment is complementary to and designed to follow the Legal Representation of Infants Bill.

It will provide for payments from the Suitors' Fund by way of costs of legal representation of infants where no other fund is specified by the court making the order.

I commend the Bill to honourable members.

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

## OFFENDERS PROBATION AND PAROLE ACT AMENDMENT BILL

### *Second Reading*

**THE HON. G. C. MacKINNON** (South-West—Leader of the House) [3.15 p.m.]: I move—

That the Bill be now read a second time.

**The PRESIDENT:** The Leader of the House may proceed.

**The Hon. G. C. MacKINNON:** Copies of the Bill have not yet been distributed to members.

**The PRESIDENT:** There is no necessity for the Leader of the House to wait for copies to be distributed before commencing his speech.

**The Hon. G. C. MacKINNON:** Section 42 of the Act provides that the Governor may by order in writing direct the release from prison on parole at the time specified in the order on such terms and conditions and for such parole period, not exceeding five years, as the Governor thinks fit, a prisoner undergoing a sentence of imprisonment, either with or without hard labour, for life and the provisions of the Act relating to release of prisoners on parole, with such adaptations as are necessary, apply to such a prisoner.

That is to say, a prisoner sentenced to life imprisonment may not be released without Executive Council authority.

However, subsection (3) of section 42 states that where a prisoner is released from prison on parole pursuant to this section and his parole has been cancelled, the board may from time to time release the prisoner on parole under section 45 of the Act for such period, not exceeding five years, as the board thinks fit.

In effect, the board is therefore able to re-release a prisoner whose parole has been cancelled after original release under Executive Council authority.

This is an anomalous situation where the board re-paroles a lifer whose parole has been cancelled knowing that this may be against the wishes of the Government of the day.

Subsection (3) above referred to, which gives the board this power, was inserted in 1969, the justification being given in Parliament as follows—

Several lifers have already been released under section 42. In one instance, a native prisoner, so released, left his employment, started drinking and generally behaved in such a manner as to leave no reasonable hope of his eventual rehabilitation. The board considered it expedient to cancel his parole and return him to prison, with the idea of re-paroling him after a month or so if employment in a suitable locality could be found.

However, doubts have arisen as to whether it is within the competence of the board to re-parole such a prisoner without a further order by the Governor. The proposed amendment will make it clear that the board has this power.

As the quotation indicates, the idea of the amendment was to obviate the need for further Executive Council action where the parole had been cancelled for some relatively minor transgression and it was desired to re-parole.

The defect in the amendment is that it does not take any account of cases where the re-parole is likely to occasion just as much public concern as the original release.

The main purpose of this Bill therefore is that where an offender requires the approval of the Governor for his first release from prison on parole under a sentence of imprisonment for life, he will similarly require the Governor's approval in the event of subsequent release after cancellation of parole. This is to apply to all further cancellations and releases, if more than one.

I commend the Bill to honourable members.

Debate adjourned, on motion by the Hon. Grace Vaughan.

## RAILWAYS CLASSIFICATION BOARD ACT AMENDMENT BILL

### *Second Reading*

**THE HON. D. J. WORDSWORTH** (South—Minister for Transport) [3.18 p.m.]: I move—

That the Bill be now read a second time.

The 14 amendments to the Railways Classification Board Act, 1920, which are proposed in this Bill are necessary because the Act has not been substantially amended for some

time and in its existing form is not suitable for the current industrial climate in Western Australia.

Westrail and the Railway Officers' Union have made a joint study of the original Act and agree that the amendments which are proposed are necessary to facilitate the working of the Classification Board.

The amendments allow the board to—

- (1) Issue its decisions in the form of minutes and allow parties to speak to such minutes.

The original Act does not make this provision, which is in accord with standard industrial procedure and is incorporated in the Industrial Arbitration Act.

- (2) Consider other claims and not be restricted to the specific claim before it. This amendment is to give the board more scope and it brings the Act into line with the provisions of the Industrial Arbitration Act.

- (3) Take into account information not raised at a hearing.

The original Act restricts the board to the consideration of information which is submitted at the hearing only. This amendment is to allow it to take cognisance of relative matters outside the actual hearing submission. Similar provision is made in the Industrial Arbitration Act.

- (4) Hear the parties concerned if the board proceeds to consider other claims or information not raised at a hearing.

This amendment is related to (2) and (3) and gives the parties to the hearing the opportunity of being heard in relation to any other claims or information which the board decides it will take into consideration.

- (5) Grant liberty to either party to apply for an amendment to an award.

The existing Act requires that an award cannot be amended until six months have elapsed after issue. This amendment gives the board discretionary powers to grant liberty to the parties to apply to vary the award without waiting the six-month period. No restriction similar to that in this original Act is contained in the Industrial Arbitration Act, and the amendment brings the Railways Classification Board Act into line with the former.

- (6) Make an award at any time and provide for the right of either party to amend an award when there are changed circumstances, instead of waiting for the expiration of the present mandatory period of six months.

- (7) Amend an award at any time with the consent of the parties.

These amendments are consequential upon amendment No. (5). They make provision for dealing with award variations resulting from changed circumstances which have occurred since the award was previously varied.

- (8) Make retrospective application of its awards and decisions.

The Act in its present form does not provide for retrospectivity. This amendment is in keeping with Industrial Arbitration Act provisions.

The proposed amendments will also make provision for—

- (9) The department to have the right to reclassify any vacant position, with the union having the right to approach the board if it does not agree with the classification determined.

Under the existing Act the department is unable to reduce in classification, due to changed circumstances, positions becoming vacant, without obtaining prior agreement of the union, or reference to the board. This amendment allows the commissioner under certain circumstances to reclassify positions and at the same time protect the union's interests by giving right of appeal to the board. The Public Service Board has similar power under the Public Service Act.

- (10) Appointment of a deputy chairman.

There is no provision in the original Act for appointment of a deputy chairman. The position is considered to be necessary and the amendment provides for such an appointment.

- (11) Deletion of the present provision for assessors.

The existing Act provides for the board to sit with two assessors when dealing with the classification of officers. This requirement is outmoded in current industrial conditions and the amendment is designed to update the Act by deleting the need to use them.

- (12) Decisions of the board to be published in the *Western Australian Industrial Gazette* instead of in the *Government Gazette*.

It is considered awards and variations of awards should be published in the *Industrial Gazette* as is done in the case of other industrial tribunals. At present these advices are published in the *Government Gazette*.

- (13) A report to the Minister when the board finds that the department is not complying with an award, instead of the report being made to the Governor as at present.

It is considered this report should be submitted to the Minister who is responsible for the operations of the department.

- (14) Jurisdiction for the board to arbitrate on the provision of protective clothing.

The existing Act does not allow the board to deal with protective clothing issues and it has been the practice for agreements to be negotiated between the department and the union. It is considered the board should deal with the matter similarly to other conditions of employment for railway officers.

I would point out to members that there are not any contentious issues in the proposed amendments, which are intended purely to bring the Act into line with modern industrial practice. The amendments have been agreed to by both Westrail and the Railway Officers' Union, and I recommend that the Bill be approved by members.

Debate adjourned, on motion by the Hon. F. E. McKenzie.

## JUSTICES ACT AMENDMENT BILL

### Second Reading

**THE HON. G. C. MACKINNON** (South-West—Leader of the House) [3.24 p.m.]: I move—

That the Bill be now read a second time.

Section 12 of the Justices Act provides for certain persons to be Justices of the Peace for the State by virtue of their office. At present they include every member of the Executive Council, every judge of the Supreme Court, every judge of the District Court of Western Australia, and every magistrate or coroner.

In its present form, the section makes no provision for Family Court judges, an acting judge of the Supreme Court, a commissioner of

the Supreme Court, or an acting judge of the District Court to be Justices of the Peace. It is obvious that such persons should be included. It has therefore been necessary to provide for the repeal of section 12 and its re-enactment to include these persons.

Because of certain deficiencies concerned with sections 9 and 10, provision has also been made for these sections to be repealed and re-enacted. They were last amended in 1926.

One of the deficiencies is the reference in section 9 (1) of the Act to the "Mayor for the time being of every municipality". It should be the "Mayor of a city or town"; that is, a municipality.

Another deficiency is the reference to the magisterial district in which a municipality is situated. Section 9 of the Local Government Act provides that the inhabitants for the time being of a municipal district constitute a municipality, so reference in the relevant section of the Justices Act should be to a municipal district, not to a municipality.

The amendments to section 10 are consequential upon the amendments to section 9.

To remove an obvious error in drafting, it is proposed that section 186 be amended by substituting the word "by" for the word "to" in line one.

I commend the Bill to members.

Debate adjourned, on motion by the Hon. Grace Vaughan.

## ADDRESS-IN-REPLY: THIRD DAY

### Motion

Debate resumed, from the 2nd August, on the following motion by the Hon. R. G. Pike—

That the following address be presented to His Excellency—

May it please Your Excellency: We, the Members of the Legislative Council of the Parliament of Western Australia in Parliament assembled, beg to express our loyalty to our Most Gracious Sovereign and to thank Your Excellency for the Speech you have been pleased to deliver to Parliament.

**THE HON. N. F. MOORE** (Lower North) [3.26 p.m.]: Mr President, it gives me a great deal of pleasure to be speaking in this House for the first time. May I take the opportunity afforded by the debate on the Address-in-Reply, which was so ably moved by the Hon. R. G. Pike, to congratulate you on your election to the position

of President of this House. The diligence and sincerity displayed in your parliamentary life to date indicate to me that this Chamber has a very worthy President.

May I also take this opportunity to express my thanks to the parliamentary staff and those members of the House who have given me a great deal of assistance and encouragement since I was elected to this Parliament. The responsibilities of being a member of Parliament are considerable and it is gratifying to know assistance is always forthcoming when it is sought.

I wish to congratulate other members who, like myself, are in this House for the first time. Further, my best wishes go to the members who have retired since the last session of Parliament. Unfortunately one of those members, the Hon. Jack Heitman, did not live to enjoy his richly earned retirement. Jack Heitman was a man who represented his electorate with dedication and honesty and his passing has left a deep sense of sorrow among those who knew him.

I believe I would be remiss if I did not use this speech to convey to members the hopes, aspirations, and problems of the people of the Lower North Province. As all members are probably aware, my province covers an area of just under half the total area of Western Australia. Naturally, in such a huge area there is a great diversity of industries and occupations. I intend today, therefore, to concentrate my remarks on four of the main industries in the province—those industries being the pastoral industry, the mining industry, irrigated agriculture, and the fishing industry—and then consider some of the sociological aspects of living in remote areas.

Unfortunately, at this time the pastoral industry, which covers a significant part of the Lower North Province, is experiencing a very difficult time. In fact, the whole economic viability of the industry is being seriously questioned. The problem is not difficult to find; unfortunately the solutions are much harder to come by. The devastating cost-price spiral in the last five years has had an enormous impact on the pastoral industry. Costs have risen at such a rate that returns are becoming insufficient to enable economic feasibility.

Unlike those in many industries which are caught in this cost-price or inflationary spiral, the pastoralist is unable to pass on his costs to the consumer. The price he receives for his wool is determined at auction, and most of the wool is exported overseas. Therefore he receives for his wool only the price the world market is prepared

to pay. In 1951 the price received for wool was 263.5c a kilogram, yet in 1976 it was only 177c a kilogram. During this 25-year period the price has fluctuated from the 1951 high of 263.5c to 74.9c in 1972, 215c in 1974, and 177.17c in 1976. In effect, the pastoralist did not receive as much for his wool in 1976 as he did in 1951. And bear in mind that 263c in 1951 was worth a lot more in real terms than the same amount in 1976.

The tremendous increase in costs over that 25-year period is obvious to all. For the pastoralist, the cost increases in the fields of fuel, transport, labour and shearing have been particularly severe. Thus, the pastoralist will find that his industry will become uneconomic unless there is a reduction in his costs or an increase in the price he receives for his wool.

The economic problems of the pastoral industry do not affect only the pastoralist himself. The population of the Murchison region has declined by 17.5 per cent in the five years from 1971 to 1976. Whilst part of the reason for this fall can be attributed to a decline in the goldmining industry, a significant factor has been the inability of the pastoral industry to employ labour, particularly in recent years. The high cost of labour, especially in remote areas, is prohibitive to the pastoralist at this time.

An unfortunate result of this problem has been unemployment amongst Aborigines in the area. The pastoralist now is spending much less money in the service towns in the pastoral areas, resulting in a diminishing of the goods and services available in these regions. In fact, during the period 1971-1976, the number of unoccupied buildings in the Murchison area alone increased by 40 per cent, indicating a rise in the level of unemployed resources in the region.

On top of all this, the pastoral areas of the Gascoyne and Murchison now are experiencing a very serious drought, as a result of which this year's wool clip has been reduced considerably, thus reducing still further the income of the pastoralist.

Many pastoralists are considering walking off their properties, in some cases leaving investments amounting to hundreds of thousands of dollars. Some people would say that is the only solution to the problem. Yet the pastoral areas contain something like 10 per cent of the State's sheep, and the Murchison area alone in 1976 produced 3.5 million kilograms of wool, a significant contribution to our export earnings. To me, the industry obviously is worth saving.

Solving the problems resulting from the cost-price spiral is essential if the pastoral industry



again is to become economically viable. This seems to me to be the only long-term solution to the problem. Hopefully, the Government's initiative in establishing the Rural and Allied Industries Conference will provide more detailed answers as to how this can be achieved. In the meantime, I would urge the Government to consider all possible means of assisting pastoralists through the present drought.

Another industry in my province which also is experiencing difficulties because of inflation is the mining industry. Fortunately, this industry is much better able to cope with the situation than are the pastoralists. Yet we find that at the present time, projects such as the Windarra nickel mine and the Texada salt project are only just economically viable, and there are several other major mineral deposits in the area which can not be exploited at the moment due to the present economic situation.

Examples of mineral deposits in this category are the Weld Range iron ore deposit, the Golden Grove copper deposit, the Barrambie ferrovandium deposits, and the Mt. Keith-Yakabindi nickel deposits. Fortunately, Agnew Mining Company currently is developing its nickel deposit at Agnew and the new town of Leinster is in the process of being built. Also, it is hoped that the Teutonic Bore copper-zinc deposit near Leonora will be rich enough to enable exploitation to take place in the near future.

However, Mr President, I would like to concentrate my remarks about the mining industry on the Yeelirrie uranium deposit. Here we have a deposit of uranium located in an area which, as I have mentioned, is suffering economic depression. I should like to explain the economic significance of the development of this deposit. As members no doubt are aware, approval for the mining and export of uranium has yet to be given by the Federal Government. This applies to the Yeelirrie deposit, contrary to what was stated in the *Daily News* the day before yesterday. So, my remarks concerning Yeelirrie in a sense are hypothetical. However, I mention them because it shows what can be done if approval is given.

Western Mining Corporation envisages that an expenditure of some \$200 million to \$300 million will be necessary to develop the Yeelirrie deposit. This would represent a huge investment, even when that is compared with the investments in the Pilbara. Included in this figure would be some \$40 million to \$45 million to build a township at Yeelirrie. It is expected that a population of approximately 2 000 would be necessary, with a work force of about 800. It is significant that a township of this size would increase the

population of the entire Murchison area by 50 per cent.

As a completely new town would have to be built, the provision of a wide range of services and facilities would be necessary. Thus, the company would have to provide housing, shops, medical and education facilities, sporting facilities, a town hall, a police station, a court-house, churches etc. This would represent a tremendous boost to the immediate area, and it could be expected that if a town such as this were established, telecommunications and roads in the district would be substantially upgraded.

Together with the development of Leinster, which as I have mentioned is the proposed township for the Agnew Mining Company, and possibly Mt. Keith in the future, this would represent a considerable move forward in the East Murchison and north-east goldfields area. Should all three new towns be built, the population in that area would be in the vicinity of 8 000 people, a significant move towards decentralisation.

As these developments take place, the people already living in the area, particularly the pastoralists, would benefit from the facilities provided. Further, the Aboriginal desert farms at Wiluna would receive a much needed boost, because there would be an increased demand for their products in the immediate vicinity. One of their major problems now is the high cost of transport from a remote area such as Wiluna to the Perth metropolitan markets, and development in this area will help alleviate this situation.

Western Mining Corporation purchased Yeelirrie Station in 1972, and since then no stock has been grazing on the property. This has given the Department of Agriculture a much needed model on which to study pasture regeneration. Also, the department has been able to study the effect of kangaroos on pastures, hoping in the long term to solve the age-old question of whether sheep and kangaroos can live side by side in pastoral areas. These studies will be of tremendous importance in enabling the Department of Agriculture to determine the best methods of land use in pastoral areas and, hopefully, this will benefit the entire pastoral industry.

Should Yeelirrie be given the green light, it is expected that Geraldton would receive a boost as the supply centre for the development of the deposit. To date, Western Mining Corporation has spent some \$5 million in exploration and feasibility studies on the Yeelirrie deposit, which is the only proven major deposit of uranium in Western Australia.

Unfortunately, many people who are opposed to the mining of uranium do so because they oppose the profit motive of the so-called multi-national mining companies. It should be pointed out that Western Mining Corporation is an Australian company, employing some 4 500 Australians. In 1975-76, the company made a profit of \$13 million, based on a total investment of \$439 million. This represented a return to shareholders of 4 per cent on their investment. It does not take an expert to realise that this does not represent exploitation. There are 85 000 shareholders in Western Mining Corporation, of whom 68 000 hold less than 1 000 shares each, and received \$50 or less in dividends in 1975-76.

It is time that shareholders in companies such as Western Mining Corporation—companies which have made significant contributions to the development of Western Australia over the years—are given some hope in the future of a better return than 4 per cent on their investment.

My province needs development such as the Yeelirrie uranium deposit. I am certain the whole State, if not the whole nation, at the present time needs developments such as the Yeelirrie deposit. In this State, development of the magnitude of \$200 million to \$300 million would generate employment right throughout the economy and the increased demand for goods and services would be felt by people in all walks of life. To me it is not a matter of should we allow Yeelirrie to be developed but rather a matter of how quickly we can get it started.

The largest centre in Lower North Province is Carnarvon. An important facet of the economy of Carnarvon is based on irrigated plantations which provide a significant proportion of the State's bananas and vegetables. Water is obtained from bores in the bed of the Gascoyne River. The aquifers from which the water is obtained are replenished each time the river flows. Unfortunately, the river has not flowed for 15 months and the situation with regard to water supplies is critical.

To supplement the water supply, the Government spent \$1.5 million in the last financial year to increase the size of the bore field. I would point out that prior to the 1974 State election the Whitlam Government promised to fund the project, but as soon as the election was concluded the finance was not forthcoming. The State Government has since accepted responsibility for this project and hopefully this will ensure a much more assured water supply in the future. We can only hope that in the meantime sufficient rain will fall to enable the aquifers to be replenished.

The continued development of Carnarvon is essential, particularly when we consider the population increase which must occur in the Pilbara when the North-West Shelf gas deposit is exploited. The Government is committed to continued evaluation of viable prospects for additional water supplies in the Carnarvon area.

Another major commitment of the Government is to develop the full potential of the fishing industry. This commitment is of great significance to Lower North Province as one of the State's major fishing grounds is located in the waters around Shark Bay, Carnarvon, and Exmouth. The Government has undertaken to provide a slipway at a cost of about \$250 000. This \$250 000 together with the \$2 million spent in the last financial year on the fishing boat harbour, adds up to a significant contribution to the fishing industry in Carnarvon.

When the 200-mile limit is declared it can be expected that further investment by fishing companies will be forthcoming and that, in this part of the State, we will be able to justify the extension of the offshore limit. A subcommittee of the Lower North Regional Development Committee estimates that approximately 120 Taiwanese fishing vessels are operating in the north-west waters with an annual catch of 60 000 tonnes of fresh fish. As a comparison the Western Australian industry catches 7 000 tonnes per annum. It is obvious, Sir, that the local industry could be expanded considerably.

I would now like to turn to some of the sociological aspects of living in isolated areas. Some of the people living in my province are among the most isolated people in the entire nation, but isolation cannot be gauged solely by the distance from a capital city. Other factors such as telecommunications, transport links, air services, medical facilities, and the availability of education must be considered. In recent history tremendous improvements in these facilities have been made in isolated areas where major mineral deposits have been developed.

Unfortunately, not all isolated areas have been blessed with iron ore deposits and so areas like most in Lower North Province, which are already suffering from economic depression, have not benefited from mining company investment. May I give one example of the situation in relation to television, which is a facility taken for granted by most people in the metropolitan area. There is only one town in my area which has television, and that is Carnarvon. Exmouth is believed to be the largest town in Australia which does not have television.

One answer to effect the provision of improved facilities in isolated areas is to encourage mineral exploration and development. This should be encouraged in areas such as the Gascoyne, Murchison, and the north-eastern goldfields. Hopefully, the Premier's attempts to raise loan funds to enable the Government to assist companies in providing infrastructure for such development will be successful, because without it the projects which I have mentioned which are not viable at the moment will never become viable.

Mr President, whilst my remarks today indicate all is gloomy in my province, in reality I believe the region is on the threshold of a tremendous developmental era. I am optimistic enough to believe that we will soon cross this threshold. I envisage expansion of agricultural industries around Carnarvon; great progress in the fishing industry; benefits to the pastoral industry as development helps to reduce costs; and the establishment of new mining towns extending from Golden Grove in the West Murchison to Mt. Keith in the north-eastern goldfields.

I see as a result of this development the provision of better roads; better medical and educational facilities; better education links; and finally, a far better standard of living for people in the isolated areas of Lower North Province. This can be achieved only by encouraging the private sector to invest money in projects in the region and I believe, with the positive policies of this Government, this encouragement will continue to be forthcoming.

I do not advocate development for development's sake. I trust I have been able to demonstrate the absolute necessity for development to take place in my province. This will enable the people in the region to enjoy a standard of living which is often taken for granted by those who live in the metropolitan area.

Probably the most contentious issue in my province involves the Mullewa-Meekatharra railway line. Questions asked in both Houses this week indicate the interest in this issue. I would like to give a little background to this problem. The line was constructed between the years 1908 and 1910 in a period when the Murchison goldfield was being developed. The line was built with 45lb rail which is by modern standards very light. The foundations on which the line was built were not very well made as the line was basically built to be utilised over a short period of time. Since it was completed it has steadily declined. As recently as 1973 expenditure of \$1 million was outlaid on special maintenance. Westrail found that even by spending that money and by the use

of modern equipment it was not possible to rehabilitate the line. Therefore, special maintenance was abandoned.

We find now that the line is in a particularly bad condition. I congratulate the Minister for taking the time to look at the line and drive along it to find out just what condition it is in. Westrail has given three solutions to the problem. The first is to rehabilitate the line—in other words, to build a new line because, in fact, we cannot rehabilitate the present one. It is estimated the cost of a new line would be \$23 million. The second alternative is to have a combination road-rail system which is recommended by Westrail as the cheapest form of transport in the region. The third recommendation is to have an all-road system without any rail.

There are several arguments in favour of the retention of the line. One of the main ones is the possibility that all these mineral developments about which I have been talking today will result in a demand for a railway; but approximately 550 000 tonnes per annum would have to be transported on the line to make it economically feasible.

*Sitting suspended from 3.50 to 4.06 p.m.*

The Hon. N. F. MOORE: Before the afternoon tea suspension I was referring to the arguments submitted in favour of the retention of the Meekatharra-Mullewa railway line. I said that one of the reasons was the possibility of the development of the mineral deposits to which I referred earlier and which I hope will be developed in the near future. However, a railway line will not be required in respect of those deposits. As I mentioned, 550 000 tonnes of material per annum would be necessary in order to make a railway the most economical means of transport. It would seem that even if all the deposits were developed, this amount of tonnage would not be forthcoming.

Another argument in favour of the retention of the line is that it is on the way from the Pilbara to the south. However, should a line to the Pilbara ever be constructed it would be of 4 ft. 8½ in. gauge and would connect Geraldton and Newman. The present line from Meekatharra to Mullewa is of 3 ft. 6 in. gauge and, as I mentioned earlier, it is in a very poor condition. Therefore if a line were constructed from the Pilbara to the south it would be a new 4 ft. 8½ in. gauge line.

It would seem to me that from a practical point of view little justification exists for the continuation of the Meekatharra-Mullewa railway line. At present it carries 90 000 tonnes

per annum and Westrail has indicated that this is the most expensive way to cart this tonnage.

The people living in the area adopt a somewhat emotional attitude. As I have already explained, the region is suffering from economic depression and the people in the area find it very difficult to accept that they may lose their railway line. Therein lies the problem. As a member of Parliament I have consistently told people in the electorate that my duty is to ensure that if the railway line is discontinued some alternative transport system, as good as, if not better than, the present system will be provided.

I conclude by thanking members for their indulgence and consideration during this my maiden speech to the House.

**THE HON. F. E. MCKENZIE** (East Metropolitan) [4.09 p.m.]: Firstly I would like to congratulate you, Mr President, on your election to the high office you hold. I accept what previous speakers have said, not having known you before. However, in the short time I have been here I have observed your impartiality and I am quite sure you will be a worthy holder of the office.

I think it appropriate that I should speak on matters affecting our railway system as I came into the House from a position as a railway union official and I have two sections of railway line running through my electorate; that is, the Perth-Midland and Perth-Armadale lines.

The railway system has been sadly neglected by Governments over quite a period, and I bear in mind the fact that with the exception of three years a Liberal-National Country Party Government has been in power since 1959.

If we consider the situation in Australia we find that the urban railway systems are being developed in every mainland capital city in Australia with the exception of Perth. Sydney has its eastern suburbs railway under construction, and plans are afoot for the purchase of 50 double-decker passenger trains. Melbourne has the underground loop project and is planning a comprehensive extension of electrification to stations on the outer edge of the suburban area. It has on order 50 silver train sets. In addition the signalling and track are being upgraded.

Tenders have been called in Queensland for the purchase of 39 electric railway cars and extensive electrification is taking place in that State. In South Australia orders have been placed for the purchase of replacement diesel rail cars and rail signalling is being upgraded. In addition the main southern line from Adelaide to Christie Downs is being electrified.

The populations in the various cities are very

much the same. In Brisbane there are 950 000 people; in Adelaide, 900 000; and in Perth, 805 000. They were the figures as at the 30th June, 1976, and it can be seen that there is not a great deal of difference in the population of the various capital cities.

However, Western Australian has the highest car ownership ratio *per capita* in Australia. We have one car to every 2.1 people. Perth is the most motorised capital city in Australia and its people use public transport the least. They use it the least because it is not convenient. People are forced to use motorcars because the public transport timetables are not convenient and do not meet their requirements. There is usually too big a gap between the services—both rail and bus—hence people are forced to travel by motorcar.

I can understand Governments not pursuing an active public transport policy because it costs money. The greater the number of trains and buses utilised the greater the cost to the Government. However, the other side of the story is that the use of motorcars is a great cost to the public, so one wonders who really benefits in the long term. Surely it is the people who miss out in the long term because they are forced into motorcars; and in one way or another, whether by taxation or by other means, they are forced to pay more money. As I said earlier, Western Australia has the highest ratio of cars per capita than has any other State in Australia.

Turning to the railway situation, no new railcars have been purchased since 1966; that is 11 years ago. Some of the sets are reaching the end of their effective life as they have been in use for almost 20 years. It is true that this State Government approached the Federal Government—under the urban passenger transport improvement programme—for the provision of six new rail carriages over the years 1977 to 1981 at an estimated cost of \$2.24 million. That barely scratches the surface when one considers that next year, despite the cutback by the Federal Government in transport funds to the States for urban public transport development, there is \$51 million to be allocated. However, given the current policy of the Federal Government, it may well be that we have missed the boat. I believe action should have been taken to upgrade railway services in the metropolitan area quite some time ago.

A number of studies have been undertaken and recommendations have been made. Following the Wilbur Smith report in 1975, to its credit the Government decided to retain its rail services. Having made this decision, it ought to be making some plans about upgrading the service and, in

fact, electrifying it. No doubt one of the problems in regard to development of railway services is cost, but sooner or later that cost must be met. The decision has been made, and if the Government intends to proceed then it ought to be planning.

I was disturbed to note that nothing in relation to a programme for public transport appeared in the Governor's Speech. Over the last few years 100 buses have been purchased under the urban passenger transport improvement programme, but unless additional buses are purchased, that fleet will be run down also. It is recognised that the economic life of a bus is about 15 years, whereas a train will probably be able to continue for 20 years or more.

The former Labor Government commissioned the Wilbur Smith consulting team to examine the possible electrification of the suburban rail network. Strangely enough, the final recommendation of the group was for a busway. Another alternative was included, but the report actually recommended a busway. Subsequently the Government decided to retain the railways.

It is my belief that the Director-General of Transport is anti-rail, and ever since the proposition for a busway was put forward, where possible he has used his influence to ensure that busways become the order of the day. It is very strange that the Labor Government commissioned the consulting team to consider the electrification of the railways and that its final recommendation was for busways.

The other point about the Wilbur Smith report is that its recommendations in regard to the railway system were based on the third rail system of electrification. This is a most expensive system, and certainly it is more expensive than the catenary overhead system. In fact, the overhead system is being used currently in Queensland in its extensive electrification proposals. Sooner or later this Government must come to grips with the problem. In my opinion not only should it electrify the system, but also it should be extended so that it can be used by the many people who are now living further away from Perth. As a matter of priority, the Government ought to consider an extension of the system to the north of Perth—out to Wanneroo.

Almost 20 years ago Professor Stephenson drew up a plan for a rail system from Daglish to Whitfords. Unfortunately the idea was not proceeded with because of the cost involved. If that service were in operation today, I am quite sure our problems in regard to transport and traffic snags in the northern suburbs would not be as great as they are. So the Government ought to

look not only at the electrification of the suburban system but also at extension.

There would still be ample opportunity for an extension of our bus services. For a long while we heard talk of the co-ordination of the buses and the railways. The buses will bring in the commuters at strategic railway points and they will then travel by rail—express rail in many cases—to the city centre. I do not know what has happened to all this talk of co-ordination. The idea was mooted, but nothing has been done about it. I believe the reason no action has been taken is that there is insufficient railway rolling stock to make the proposition viable. It is for this reason that I say it is urgent for the Government to purchase, or to make some firm plans to purchase, additional railway stock rather than let the service just fold up.

I hope that the Government was genuine when it said in 1975 that it intended to retain the railway system. I hope we do not finish up with the same situation as exists with the Meekatharra-Mullewa line where the service has run down to the stage where it must be replaced completely or closed down. I am fearful that that stage is being reached and that fewer and fewer people will be using the railway system. From the latest figures it is evident that because of the reduction in the railway service, fewer people are using the system. Once we start to cut services, we drive the people away. A public transport system should be convenient. Some 18 months ago rail services were cut after 8.00 p.m. and on Saturday afternoons and Sundays. As a result, patronage of the railways has fallen off. Something must be done to attract people back to public transport and the railways can play a very important part in recapturing the public if we have an efficient and convenient service.

When the line to the hills was closed, a rapid transit depot was opened at Midland and I hoped that this would be the start of big things so far as the railways were concerned; but nothing ever eventuated. The Fremantle line is one of the least patronised lines and yet here there is ample opportunity to bring passengers to Fremantle by bus from the Kwinana and outlying areas. These passengers could then be transported to Perth by rail. The benefits of such a move would be two-fold: by transporting the people by bus to Fremantle and then by rail to Perth, many cars would be taken off the road. We would therefore have less traffic jams such as we see now, particularly at peak hours.

The Labor Party is very concerned about the closure of the Meekatharra-Mullewa line. I was quite disappointed to hear Mr Moore say that the closure was necessary for economic reasons. The

problem goes a little deeper than economics, and I believe the Murchison people also hold this belief. In last Saturday's *The West Australian* appeared a letter signed by a number of people who live in Meekatharra. It commenced—

The Minister for Transport, Mr Wordsworth, has indicated that the people of the Murchison are resigned to the closure of the Mullewa to Meekatharra railway line (reported July 22). Nothing could be further from the truth.

The closure of the line will have a dramatic effect on the lives of many people in this area. The 97 railway employees who work on the line will probably move to other areas and this will have a further effect on the local residents. As well as this, their townships will become more remote and in many cases their problems will become greater. I was very disappointed to hear that the honourable member is prepared to accept it.

I realise that over a period of time some questions have been asked about maintenance and future planning in respect of this line, pointing out the Government's neglect in this regard. Last night I heard some Government members congratulate the Government on presenting a balanced Budget, or rather, a Budget with a surplus. In 1974-75, \$1 million was spent on railway maintenance of the line, but what has happened in the two following years? In 1975-76, \$523 000 was spent, and in 1976-77, spending was down to \$237 208. So taking into account inflation and the associated costs that have escalated in those two years, it is pretty obvious that insufficient money has been channelled into the maintenance of the line. I know the line is in fairly bad repair, but the Government must be prepared to spend money on it if it is desired to bring it up to a reasonable standard. We have seen a gradual tapering off of the amount of money spent to maintain the line over the last two years. The Government should have made plans to bring the line up to standard.

What will happen when the additional strain is placed on the roads? Naturally additional costs will be involved for road maintenance.

Not very long ago a question was asked in this House of the Minister for Railways. Unfortunately I do not know the exact date of the question. The question concerned the tonnages hauled on this line, and the reply was 200 000 tonnes for that year, and today Mr Moore tells us it is 90 000 tonnes. This shows a big drop-off in the tonnages carried, and perhaps the Minister may explain that to us one day.

Further in the letter to the Press quoted earlier,

the people of Meekatharra say that at present the mining of talc accounts for the haulage of about 40 000 tonnes a year, and that is in one direction only. So it seems very strange to me that the railway is now hauling only 90 000 tonnes.

It is not that long ago that 200 000 tonnes was being handled on that line, going by the answer that the former Minister for Railways provided at that time.

I understand a Press release has been issued today to say that the line will be kept open for a further 12 months. If that is true, I am very grateful, because in November of last year the member for Murchison-Eyre asked the following question of the Minister for Railways—

In the light of persisting rumours in the Murchison region that the Mullewa-Meekatharra railway system is being phased out, would the Minister reaffirm his previous statement made earlier this year and confirm the announcement by the Premier who stated in Meekatharra on the 29th February, this year, that the line would not close for at least three years?

The Minister replied—

I saw only the Press comments on what the Premier said, but speaking on behalf of the Government I wish to advise that it is not the intention to close the railway down in the next two or three years. I know there have been persistent rumours and there are some problems in connection with the line. The Commissioner of Railways is having certain investigations made and I expect these to be completed before the end of the year. However, we have no intention of deviating from the commitments we gave.

That question was asked and answered in the Legislative Assembly on the 2nd November, 1976. However, I am very pleased to hear that the line will be kept open for a further 12 months. I have noted other questions which were asked in the other House, one of which is as follows—

Will railway road services be utilised in the Murchison regions when the line closes?

The Minister representing the Minister for Transport replied—

(a) It is not envisaged that railway road services will be used if the line is closed.

- (b) In making provision for alternative services, should the line be closed, it is proposed to utilise the services of local carriers where possible to ensure a continued operation of district carriers to meet local needs. If there is a need to use other than district carriers, public tenders will be invited.

Of course what is likely to happen is that when the Westrail road service is not in use, the situation will be open for anyone to charge any rate he so desires. There has been plenty of evidence of this happening when railway lines have been closed, and many protests have been made by country people as a result of the high freight rates that have eventuated, possibly not at the time of the line closure, but at some time after that. Some transport firms in order to get in on the ground floor, so to speak, are prepared initially to cut their rates, but after a short space of time they seem to increase the rate well beyond that which was charged by Westrail.

I envisage that is likely to happen if Westrail does not retain its interest in the area by providing road services if the line is not kept open. I think it is important that Westrail should continue to be engaged in that activity.

I pass on now to the final part of my speech. I wish to refer to the management of the railway system, which I feel cannot escape criticism from me. I feel it deserves some criticism from me on this occasion because this is the first opportunity I have had to speak on railway matters in this forum. Whilst I am critical of the Government, I trust the Minister will listen to what I have to say, because there are two sides to every question relating to the operation of the railway.

I recall it was proposed last year that the receiving and delivery centre for parcels in the city should be closed, and that people would have to take their parcels either to Subiaco, Maylands, or Kewdale. I think the ultimate motive behind the closure of the city centre was that the Subiaco and Maylands centres would be restricted in the size of parcels they could handle so that eventually everyone would be forced to the central receiving and despatch depot at Kewdale.

Currently a large volume of parcel traffic is handled in the city; and, of course, when the business people heard of the proposition they were unhappy about it. Sometimes one finds oneself in a situation in which unions have something in common with employers, and on that occasion I was a member of a deputation in which unions and business people joined together in lodging a protest with the Commissioner of Railways

regarding the closure of the city centre. Quite apart from that, other representations were being made to the Minister by business people protesting about the closure. As a result, the centre remained open.

What concerns me is that eventually that parcel receiving depot in the centre of the city will have to go because as members will know it is located in Roe Street, and the development of the cultural centre is at present under way. Therefore the parcel receiving centre will have to be relocated somewhere. I wrote a letter to the Minister, because I noticed there is a large parcel of land bordered by Nash Street, Short Street, Lord Street, and Moore Street. The area of that land is 1.3 hectares, or three acres, and at the moment there is a large "For Sale" sign on it. I suspect this is railway land. The Minister replied to my letter and said that the Commissioner of Railways did not consider the site to be suitable for a parcels depot. I believe it is suitable, and I hope the Minister will consider the matter, because in my view the Commissioner of Railways is pulling the wool over his eyes. The amount of land available would enable a complex far bigger than the present one to be constructed, and it would have a full block of land on which to operate.

I think really the Commissioner of Railways does not want to handle parcels any more; probably there is not enough money in it. Probably parcels are a losing proposition, and so the commissioner is trying to make it inconvenient for people to utilise the railway services for that purpose.

I believe that parcel of land ought to be retained—or purchased if it is not already owned by the railways—so that a proper parcels centre can be retained in the city for the convenience of customers and business people in the city. The site has plenty of room, and it is fairly close to the city without being close enough to create traffic congestion.

When we come to ticket sales, what do we find? We find that people who want to travel interstate currently cannot purchase tickets at the city railway station. Many people go there to purchase tickets and are shunted off to City Arcade. The logical place to buy railway tickets is at the railway station. There is ample room at the city station for tickets to be sold, particularly now that many staff have been moved to the new Westrail centre.

It is rumoured that the sale of country tickets also will be transferred to City Arcade. It is also rumoured that Railways of Australia, which shares the City Arcade accommodation with

Westrail is about to move out, and that is all the more reason that the ticket sales office should be located at the city railway station.

Again, there was once a very good dining room service provided at the city station, which was well patronised. Now it is gone. One used to be able to buy morning or afternoon tea and sit and drink it in comfort. The dining room used to be open from 6.30 a.m. to 6.30 p.m., but now it is gone. Now if a person wants a cup of tea he can still obtain one, but he must get it in a take-away cup from the kiosk.

It seems the whole service is being permitted to run down with the approval of the Commissioner of Railways. How on earth can a business be run like that? We must attract people to use the railway system, but if we are removing services then we are not attracting people to use the railways.

The final point on which I wish to comment is the Southern Western Australian Transport Study. Do not be fooled by the words "Southern Western"; the study includes the area south of the 26th parallel, which is a fairly large area. It takes in the whole of the railway system. I believe the study was set up to look into the matter of transport and to assist Westrail to shelve its responsibility to provide a service to the community—a service of social benefit. All the study seems to be interested in is anything that is economically viable, and service has now disappeared.

Of course, the idea of the railway services originally was that they should provide a service to open up the country. I feel there is still a need to enable country centres to be serviced at reasonable rates. I do not think it is reasonable that the Commissioner of Railways should complain that all he is able to cart nowadays is the freight that nobody else wants. A relaxation of transport permits has occurred, and it seems the commissioner is concerned only with running an economic business, in line with the wishes of the Government. Why should he be carting all the freight that no-one else wants?

The restrictions on carting goods have been removed. Maybe there was a need to remove some of them, but not all of them; and now it is open slather. No doubt the Commissioner of Railways is concerned because all he is left with is the freight that nobody else wants.

But what will happen in the long term if the rail service is phased out completely? People in country areas will be forced to pay very dearly for transport.

We hear talk of railway lines being closed down

at a time when more emphasis should be placed on the public transport system. We should be looking more and more to the railways, particularly at a time when we are being told continually that an energy crisis is just around the corner and that petrol and oil will escalate in price before long. In those circumstances I feel the Government should be looking at the long-term effects of allowing the railways to run down, rather than considering the short-term effects as everyone seems to be doing.

It is very easy to have a surplus if the Government does not spend the money but expects people to shell it out of their pockets in some form or other; and in this case it appears that form is by forcing them to use road transport and to pay a high freight rate rather than subsidise the rate where necessary; or, alternatively, by forcing them into motor vehicles because we have not a public transport system which is efficient enough to attract people to utilise it.

Mr President, I thank you and members for your indulgence. I realise this is the only occasion on which I will be able to get by without interjections. However, next time I hope I will be prepared to take them, and probably I will not be as nervous as I am on this occasion. I will be just as prepared to dish it out as I am prepared to receive it. I thank you for your indulgence in listening to me giving voice to my feelings, and for listening to me in a quiet and respectful manner.

**THE HON. TOM McNEIL** (Upper West) [4.45 p.m.]: Mr President, may I commence by offering my congratulations to you on your election to such high office. No doubt the 24th May, 1977, will remain in your memory for quite a number of years for not only was it the day on which you were elected President of the Council, but you also are the first President in the history of the House to be elected from the floor. On behalf of the Leader of the House, the Leader of the Opposition, Ministers, and members who have been returned, and new members coming in such as myself, I congratulate you and hope that you have a long and fulfilling time in this House.

At this juncture, I would like to pay my respects to the late Hon. Jack Heitman. Whilst I was not a personal friend of Jack I realise, from my tour of the electorate, the high esteem in which he was held and the fine work he carried out on behalf of the people in the Upper West Province. The manner in which he carried out his duties to his constituents was always uppermost in his thoughts.

I have not previously been involved in politics



or local government but I have always been closely associated with people through business and sport. I like working with people and when the opportunity arose to stand as a member of the National Country Party I was more than happy to do so, as I firmly believe in its platform and policies for the running of this State.

I do not profess, as do some members of this House, to be an expert on farming, the agricultural field, or fishing, but I do realise that we have problems within those areas in the Upper West Province. My party has reiterated its determination to allow the farming industries to decide their own marketing policies because I believe that this is their fundamental right.

The season that we have just come through, and obviously the seasons ahead, are going to be particularly difficult ones for the farming community. The drought, the rain-making efforts, the crops—all these things have been discussed by members previously and I am aware of them. I hope that somewhere in my involvement in this House we can do something to alleviate the problems of the people on the land.

The main central area of the Upper West Province, of course, centres around Geraldton, and the farming and fishing industries are very important to the economy of the region. The fishermen, whilst not having had a wonderful year, were helped over a difficult period by the good prices of rock lobsters and it is to be hoped that in the seasons ahead they will once again achieve the catches which are so necessary to the viability of the whole district.

I think it would be inopportune if I did not make some reference to the small businesses that are associated with agricultural areas within the country, to the rural areas, and to the fact that they have to dispense credit to carry the farmer through a poor season. I appreciate that our Government has the small businesses council established under the Industries Assistance Plan. Its utilisation no doubt will assist small businesses to flourish.

The National Country Party has committed itself to upgrading the standard of education and I am sure that an increasing number of people will recognise the problems that the party highlighted in its election policy. Education is extremely important and the Government must see that all sections of the community and the country are attended to.

I personally welcome the addition of a new primary school at Tarcoola which is within my electorate. I also note that the funds which have been frozen by the Federal Government have

done nothing to assist the improvement of the education system in our State. However, I am hopeful that this is only a temporary measure and as time goes on we shall receive the benefit which we feel is due to us.

I must make some comment on decentralisation. Representing a country electorate as I do, I feel that decentralisation should not be a lip service. People in the country areas have a difficult enough task meeting the higher costs involved in living in the country. When we consider the rail freight increase, the fact that we have no fuel equalisation, and the higher water charges and transport costs, we realise that the people in my province are justified in feeling that they are being beaten with a big stick.

I do not propose to say anything at this juncture on the Mullewa-Meekatharra railway line. I have no official confirmation as to what is taking place and if I can believe the Minister for Transport, Cabinet has made no decision along those lines. Therefore I will let the matter rest.

I can understand, however, the consternation of the people in that area north of my electorate. It is natural that people, who believe they are once again being deprived of some connection with the metropolitan area, see this as a blow to decentralisation and, naturally enough, we can understand and appreciate their feelings.

One of the main problems in the country, I believe, is the lack of medical services. The drawback that so much money and time are involved in making trips to Perth, without any compensation whatsoever, to enable our families to receive the medical treatment they require, with the consequent cost of travel and accommodation—none of which is tax deductible—gives no incentive to people in this State to make their home anywhere further than 50 miles from Perth.

I asked a question the other day of the Minister for Transport regarding the Westrail bus system. It crossed my mind that if there was a bus travelling from that area to Perth, on which there were empty seats on occasions, perhaps some consideration could be given to people who have been referred to the medical services in Perth. Perhaps they could fill those seats if the bus was making the journey. Obviously there would not be any extra expenditure on the part of the Government.

The tourist industry offers increasing benefits in my area, and underlines the present need for accommodation at economy rates. The upper portion of the Upper West Province has many

tourist attractions but quite a number of them need commercial development. I believe that a regional collation of tourist material should be prepared and the necessary steps taken to develop these projects so that the people who travel north will have a satisfying tour in that area.

I welcome the Government's formation of a water resources council and eagerly await the implementation of its recommendations.

Mr President, to lead a happy and full life is I believe the right of every Western Australian. The focus of government, at all levels, should cater for the individual, and endeavour to give him the facilities and the opportunities to achieve his maximum potential. We realise that the needs of health, shelter, and security are basic. However, the need to feel worth while within one's self and within one's community is also essential and this should be fulfilled in the areas of work, recreation, and leisure. This is essential if people are to utilise their time and their freedom in the best possible manner. Adequate recreation is important for the health of the individual, both physically and psychologically. There is a need for long-term planning in the setting aside of areas earmarked for the various aspects of outdoor recreation.

At the local club or community level it is essential that the Government should be providing adequate facilities, coaching opportunities, leadership training, and any other assistance which will benefit and encourage the volunteer and the amateur along the lines currently being employed by the Community Recreation Council.

At State association and regional level the need includes specialised training facilities, the dissemination of the latest technical information, and access to the latest coaching. I believe sincerely that it is the responsibility of the State Government to look after our State representatives and I do not draw the line at any particular sport which may be encouraged with each individual.

There is a need for the Commonwealth Government to pick up the tab when it comes to international and national events, and I believe that the benefits of a sporting nation are many. We have always prided ourselves on the performance of our athletes when they competed in Australia's colours. Because of ever-increasing costs and the lack of adequate financial support, we are no longer the dominant force that we once were. More and more of our young people are turning to sedentary pastimes, and the promising athletes in sport are looking for other means with

which to carry on and, in all probability, these are found on the other side of the world.

A recent survey conducted by the Confederation of Australian Sport revealed some very startling statistics. Most of the national associations in Australia are forced to rely on player contributions, affiliation fees, levies, and such like in order to obtain the necessary finance to continue. Amateur fund raising with chook raffles and two-bob lotteries is outside the law, and it is obvious that with this sad lack of sufficient finance some aspects of sport are being pushed to the background.

The Federal Government admitted its responsibility to national sport following our dismal showing in the last Olympics, and a task force was appointed to consider and advise on the Federal Treasury's role in assisting sport in this country. Although the task force was quite emphatic on the need for the Federal Government to financially support sporting associations, the Government has not up until this stage acted on this advice.

If we draw a comparison between Australia and Canada, we can get a picture of the insidious situation that has developed. In Canada, the Canadian Government last year allocated \$3.5 million to be spent on general recreation, and it also gave \$8.5 million in direct grants to sporting organisations. Our Federal Government last year allocated \$356 000 for sport and recreation, of which a paltry \$5 280 found its way to sporting organisations.

The Federal Government has rightly made itself a patron of the arts within this country, and last year placed \$32 million under the heading of "Arts Australia". But what about sport? This too has a vital role in the culture of any country and it is time that the Federal Government accepted its vital role as patron of sport, with regular financial provision in the national Budget.

At this juncture I would like to quote some figures involving sport, at both the national and State level. Sport in Australia employs 8 754 people in the manufacture and sale of sporting goods. Those figures do not include the hundreds of golf, football, squash, and tennis professionals. During the past financial year the Federal Government gained \$35 million as a result of sales tax on sporting goods.

A sum of \$14 million was paid out in salaries and wages by sporting goods manufacturers. The total retail figure for sporting goods during 1976-77 was over \$200 million. A sum of \$18 million was collected by way of sales tax, and a further \$5.3 million in custom duties. A sum of \$158

million was involved in sales of sports clothing, boats, caravans, and bicycles.

Sport also assists the economy of the country through travel, accommodation, and increased employment opportunities. The income tax derived from the people involved in sport also assists the economy. Sport also attracts millions of spectators who, in turn, generate millions of dollars in the food, drink, and clothing industries.

I now turn to the last topic of my maiden speech, involving a matter which is very close to me. I refer to the wonderful game of Australian rules football. Very few people realise the extent to which the administration of our national sport has been applied to the disadvantage of country clubs and country players. The autocratic management of football has completely destroyed the players as individuals.

Prior to 1971, country football clubs and players decided their own destiny, and the country football clubs received some equitable return when their champions were taken down to play in Perth and utilised by the Western Australian National Football League. In former days payment to a country player was usually in the form of the player being approached in an attempt to entice him to try his luck in the big time. The benefits which the country club usually gained were perhaps a set of guernseys or a few free passes to a grand final. The player concerned made the final decision, and would go to the club of his choice.

In 1971 the WANFL decided to introduce what is unpopularly known—particularly in the country—as country football zoning. The situation was that if a player decided he was good enough to tackle the league he could go to one club only. In 1971 the league, and the eight clubs involved, put their heads together and divided the State into eight zones. I am speaking only about my particular zone in the upper west, being area No. 8. That area was attached to the East Fremantle Football Club.

At this juncture I can say that the East Fremantle Football Club has been very fair, as far as I am concerned, in its dealings with the upper west zone, so far as it is permitted. I do not think any league club would spend any more in country areas than does the East Fremantle Football Club, and that applies particularly when one realises that champions would be automatically sold to that club. It must be very nice for the clubs to be able to sit back and know that no other club can interfere with its players, and that a player would cost them only \$250. That figure was introduced in 1971, against stiff opposition

from the South-West National Football League and the Goldfields National Football League.

The fee of \$250 was not really acceptable to any country player, and I am sure members in this place would realise the reason. The people living in country towns take a keen interest in country football and in their players. They like to see their players become involved in the league game, but they realise that their best players are lost to local sport, so a sum of \$250 is small recompense.

The WANFL must have had a pang of conscience in 1976, because the fee was lifted to \$300. That is not a great sum of money, particularly when it is remembered that in 1971 the average wage for a male in Western Australia was \$92 per week compared with the average wage today of \$194—take-home pay—if I can believe the figures which have been quoted. When one compares a sum of \$250 with a wage of \$92, and a sum of \$300 with a wage of \$194, it is obvious that an iniquitous situation has developed with regard to country players.

The conscience of the WANFL must have received another jolt because the amount of \$300 was increased by \$10 for every league game played after the first 20 games. That was very big-hearted! I think every member would realise that it costs more than \$300 to replace a player. The position seems to be that it is open season on country clubs, and sums of money in excess of \$300 are spent in trying to convince a player he should play with a particular club.

When a country footballer goes to Perth he is automatically transferred into a league club for a fee of \$300. I would like to know whether the Towns Football Club at Geraldton would be interested in buying back Jim Sewell for \$300. The player plays his first game in Perth, and on that day his fee is decided.

If after three or four years the VFL chooses a footballer, and that footballer decides he wants to transfer, he can go only if his club agrees. The situation has developed in which during the past 18 months four players have taken out Supreme Court writs against their home clubs. Stan Magro has taken out a writ against the South Fremantle Football Club.

The point I am trying to make is that these players are entitled to a far greater share of the proceeds of the game than they are getting. It is a completely restricted area. As long as his club stands in the way a player has no chance of a transfer to another State as a player and as a clerk. If he transfers he will reduce his future

prospects as a player and as a clerk, in all probability.

As I said, four players have taken out writs and I referred to Stan Magro in this State. I can assure members generally that there is no possible chance of that case going to court. The same has happened in Victoria where there is no possible chance of a case in that State appearing before the court. If any member in this House is a gambler I would like to give him five to one that Morris of the VFL Richmond Club will get his clearance.

The point I am bringing up is that this practice is a restraint on players. The VFL, the WANFL, and the South Australian National Football League all realise that this restraint is a very real thing, and that the first time a case goes to court the player concerned will win, and the whole sham will be over.

Before I conclude I would like to refer to an article which possibly escaped the notice of many people in this State. In July of this year the proposition was put to the WANFL directors that any player registered with the WANFL, who obtained a clearance through legal action and outside the procedure laid down by the league, should not be reissued with a permit in Western Australia for seven years.

I was appalled to read of that proposition, and the fact that it appeared in a newspaper. I was appalled to think that any human being could put forward a proposal along those lines. We have all heard the story about the little boy with his cricket bat and cricket ball, but this situation is that of a little boy with his football. I did not think any self-respecting man would have allowed the matter to go any further. However, the proposal was put to the WANFL directors on the 6th July, and they needed a three-quarters majority to carry the motion. The result of the vote was five to three. In other words, had the directors of the dissenting clubs—East Fremantle, West Perth, and East Perth—thought along those lines then any player who took out a court writ would not be permitted to play football in this State for a period of seven years. I think such action should be condemned.

May I thank you, Mr President, and members for being so patient and courteous in listening to me. However, I feel that nothing should interfere with the freedom of the individual to play football with the club of his choice, and I think the Minister for Recreation should look into this matter and decide the rights of people who want to take part in honest occupations; and, if

necessary, an all-party committee could be appointed to investigate. I support the motion.

Debate adjourned, on motion by the Hon. W. M. Piesse.

#### ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. G. C. MacKINNON (South-West—Leader of the House) [5.13 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 16th August.

Question put and passed.

*House adjourned at 5.14 p.m.*

#### QUESTIONS ON NOTICE

##### FIRE BRIGADE

###### *Norseman*

37. The Hon. R. H. C. STUBBS, to the Leader of the House representing the Chief Secretary:

As there are many vehicles using the Eyre Highway to and from Norseman, and with the prospect of the numbers being greatly increased, will the Minister in charge of the Fire Brigades Board make representations to the board to equip the Norseman Fire Brigade with modern extinguishers and cutting equipment so that they can be in a position to effectively rescue people in car accidents?

The Hon. G. C. MacKINNON replied:

The Fire Brigades Board will investigate the feasibility of the request.

##### COCKBURN CEMENT WORKS

###### *Dust Problem*

38. The Hon. R. Hetherington for the Hon. R. F. CLAUGHTON, to the Minister for Transport representing the Minister for Health:

- (1) Have complaints been made of a dust problem arising from Cockburn Cement Works?
- (2) What action is Cockburn Cement Limited currently required to take to reduce the dust nuisance being caused by its works?

The Hon. D. J. WORDSWORTH replied:

- (1) Yes.

- (2) The company has presented a programme of dust control which is being examined and evaluated by the Air Pollution Control Council, which will impose appropriate conditions on the licence if dust nuisance persists.

### COURTHOUSE AND MINING REGISTRAR'S OFFICE

#### *Norseman*

39. The Hon. R. H. C. STUBBS, to the Minister for Transport representing the Attorney General:

What is the intention of the Government regarding the provision of a new Court-house and Mining Registrar's office in Norseman to replace the one destroyed by an explosion?

The Hon. D. J. WORDSWORTH replied:

Replacement of the Norseman courthouse and Mining Registrar's office has been included in the Mines Department works programme for 1977-78. Subject to availability of funds it is hoped that the building can be completed this financial year.

The temporary premises now being used are considered to be satisfactory in the interim.

### LAND AT COCKBURN

#### *Residential Zoning*

40. The Hon. R. F. CLAUGHTON, to the Minister for Transport representing the Minister for Town Planning:

- (1) Has the Cockburn Town Council made an application for land near the Cockburn Cement Works to be zoned residential?
- (2) If so, would he advise whether the application has been approved?
- (3) Has the Minister for this department received representations from local residents opposing a residential zoning for this area?
- (4) If approval has not been granted for the zoning, would the Minister state what his attitude would be to an application for this purpose?

The Hon. D. J. WORDSWORTH replied:

- (1) Cockburn Town Council applied to the Metropolitan Region Planning Authority to amend the Metropolitan Region Scheme by including the area generally bounded by Yangebup Road, the controlled access highway reserve, Howe Street, Watson Road, Jervoise Street, Fanstone Avenue and Rockingham Road, within the urban zone.

- (2) The MRPA resolved not to amend the MRS at this time but to consider the request when it considers the report on the south-west corridor study.

- (3) No.

- (4) Until the MRPA has deliberated on the south-west corridor study and the Minister has considered its report, he is unable to prejudge what his attitude would be.

### HOUSING

#### *Norseman*

41. The Hon. R. H. C. STUBBS, to the Minister for Transport representing the Minister for Housing:

- (1) Is the Minister aware of the housing shortage for those people not employed in the mining industry at Norseman?
- (2) Would he give consideration to building several State Housing Commission rental homes in the town?

The Hon. D. J. WORDSWORTH replied:

- (1) and (2) The housing commission presently has 11 applicants on the waiting list at Norseman, of whom eight are people of Aboriginal descent. The commission is aware there is limited turnover in existing rental stocks, and is calling tenders for construction of two 2-bedroom houses as demand is mainly for this type of accommodation.

One vacant house under the Aboriginal scheme is shortly to be reallocated to a listed applicant.

There are limited funds available to the commission to meet a State demand and although no further construction is programmed at this time, the situation at Norseman, as in other centres, will be kept under constant review.

## HEALTH

*Jibberding Lodge*

42. The Hon. R. F. CLAUGHTON, to the Minister for Transport representing the Minister for Health:

- (1) Did the Public Health Department make health orders on Jibberding Lodge, Bagot Road, Subiaco?
- (2) Has a licence for these premises to operate as a boarding house been renewed?

The Hon. D. J. WORDSWORTH replied:

- (1) No.
- (2) Not a departmental responsibility. Boarding houses are licensed by a local authority.

## RENTAL HOMES

*Eligibility of Applicants*

43. The Hon. R. H. C. STUBBS, to the Minister for Transport representing the Minister for Housing:

What is the current ceiling for wage or salary earners to be eligible to rent a State Housing Commission home—

- (a) in the country;
- (b) on the goldfields?

The Hon. D. J. WORDSWORTH replied:

For the purpose of arriving at the current ceiling for wages and salaries earners to be eligible to rent a State Housing Commission home, the State is divided into areas, as shown on the attached plan. Eligibility applies only to the income of the main breadwinner and the limits for eligibility for each of the State areas under the Commonwealth-State Housing Agreement, 1973, and the State Housing Act, are as follows—

	COMMON- WEALTH/ STATE HOUSING AGREE- MENT ACT, 1973	STATE HOUSING ACT
	\$	\$
Area 1.....	163.11 per week	167.51 per week
Area 2.....	211.09 per week	168.26 per week
Area 3.....	211.09 per week	168.26 per week
Area 4.....	230.28 per week	168.26 per week
Area 5.....	230.28 per week	168.26 per week
Area 6.....	230.28 per week	172.01 per week
Area 7.....	230.28 per week	176.50 per week
Area 8.....	230.28 per week	178.00 per week

These figures apply to a husband and wife, with up to two children; eligibility increases by \$2 per week for each dependent child beyond the second.

These figures apply to a husband and wife and eligibility increases by \$1.92 per week for each dependent child.

*The plan was tabled (see paper No. 163).*

## ROAD AND RAIL TRANSPORT

*Mitchell Freeway*

44. The Hon. R. F. CLAUGHTON, to the Minister for Transport representing the Minister for Urban Development:

- (1) Will the Minister advise whether his reference to a passenger expressway to be provided in the median strip of the Mitchell Freeway, as reported in the North Suburban section of *The West Australian* on the 30th March, 1977, is intended to be for express buses or a passenger railway?
- (2) If no final decision has yet been made on the transport mode, will he advise when a final decision will be required on this question?
- (3) For modes other than bus or rail, will he advise which are being given serious consideration?

The Hon. D. J. WORDSWORTH replied:

- (1) Express buses.
- (2) and (3) Answered by (1).

45. *This question was postponed.*

## QUESTION WITHOUT NOTICE

## AMERICA'S CUP

*Government Grant*

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

I wish to advise that prior notice of this question has been given to the Minister.

- (1) On what date was the amount of \$50 000 paid in connection with the participation of a yacht in the America's Cup?
- (2) To whom was the amount paid, and at what address?

The Hon. G. C. MacKINNON replied:

- (1) and (2) I regret that the question will have to be placed on the notice paper as it was not brought to my attention.