

In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Ross Hutchinson (Minister for Health) in charge of the Bill.

The CHAIRMAN: Amendment No. 1 made by the Council is as follows:—

No. 1.

Clause 18, page 9, line 3—Delete the passage “, degrees”.

Mr. ROSS HUTCHINSON: There were four small amendments made in another place. The Government does not oppose them, and I do not think the Committee will have any reason to oppose them. Two of the amendments are similar, and the other two are not of any great consequence. With regard to amendment No. 1 the passage referred to is considered unnecessary because it has about it a university connotation. I move—

That amendment No. 1 made by the Council be agreed to.

Question put and passed; the Council's amendment agreed to.

The CHAIRMAN (Mr. I. W. Manning): Amendment No. 2 made by the Council is as follows:—

No. 2.

Clause 18, page 9, line 20—Insert after the word “professional” the words “and ethical”.

Mr. ROSS HUTCHINSON: It is recommended that the board should prescribe professional and ethical standards to be maintained by chiropractors. I see no reason why the amendment should not be agreed to. I therefore move—

That amendment No. 2 made by the Council be agreed to.

Question put and passed; the Council's amendment agreed to.

The CHAIRMAN (Mr. I. W. Manning): Amendment No. 3 made by the Council is as follows:—

No. 3.

Clause 18, page 9, line 31—Delete the passage “, degree”.

Mr. ROSS HUTCHINSON: This amendment is consequential upon the first amendment already agreed to by the Committee. I move—

That amendment No. 3 made by the Council be agreed to.

Question put and passed; the Council's amendment agreed to.

The CHAIRMAN (Mr. I. W. Manning): Amendment No. 4 made by the Council is as follows:—

No. 4.

Clause 20, page 10, line 19—Delete the words “any of”.

Mr. ROSS HUTCHINSON: It is the unanimous opinion of honourable members in another place that these words should be deleted, and the Government has no objection. I therefore move—

That amendment No. 4 made by the Council be agreed to.

Question put and passed; the Council's amendment agreed to.

Report

Resolutions reported, the report adopted, and a message accordingly returned to the Council.

House adjourned at 9.54 p.m.

Legislative Council

Tuesday, the 20th October, 1964

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

QUESTION ON NOTICE

RAILWAY CLOSURES

Number from 1947 to 1964

The Hon. F. J. S. WISE (for The Hon. H. C. Strickland) asked the Minister for Mines:

Which railways and their lengths have been closed, and are proposed to be closed, in each of the years from 1947 to 1964 inclusive?

The Hon. A. F. GRIFFITH replied:

Railway	Length Miles	Services Suspended	Act Assented to or Closure Proclaimed
Sandstone-Jundoo	24	May, 1949	Jan., 1949
Upper Darling Range	21	July, 1949	Dec., 1950
Jundoo-Mt. Magnet	69	Dec., 1949	Jan., 1949
Port Hedland-Marble Bar	114	Oct., 1951	Oct., 1951
Maddington—Racecourse	1	May, 1952	
Mundaring—Weir	6	Nov. 1952	Nov. 1952
Bellevue—Mt. Helena via Mundaring	14	Jan., 1954	Bill now before House
Bayswater-Belmont	2	Dec., 1955	Dec., 1956
Cue-Big Bell	19	Jan., 1956	Aug., 1964
Malcolm-Laverton	64	June, 1957	Mar., 1964
Geraldton-Ajana	67	April, 1957	Dec., 1961
Wokarina-Yuna	38	April, 1957	Dec., 1961
Burakin-Bonnie Rock	76	June, 1957	Re-opened on seasonal basis, Jan., 1960.
Mukinbudin-Bullfinch	58	May, 1957	Nov., 1963
Boddington-Narrogin	51	May, 1957	Sept., 1961
Brookton-Corrigin	56	June, 1957	Nov., 1961
Katanning-Nyabing	38	June, 1957	Re-opened on seasonal basis, Jan., 1961
Nyabing-Pingrup	21	June, 1957	Nov., 1962
Busselton-Flinders Bay	67	July, 1957	Not yet proclaimed
Lake Grace-Hyden	58	July, 1957	Re-opened on seasonal basis, Jan., 1960
Gnowangerup-Ongerup	35	July, 1957	Nov., 1962
Meekatharra-Wiluna	111	Aug., 1957	Aug., 1964
Elleker-Normalup	61	Sept., 1957	Dec., 1961
Bullfinch-Southern Cross	22	Sept., 1963	Nov., 1963
Armadale-Bibra Lake	12	Jan., 1964	Bill now before House

In view of the restriction imposed by Standing Order 382, I feel that the privilege of pre-audience, conferred by Standing Order 410, should be limited to one occasion during the debate on any particular question.

The records reveal that presiding officers of this House have on numerous occasions declined to permit members to move the adjournment of a debate for a second time, and I should add that the House of Commons has a specific Standing Order which prevents this practice, and that the President of the Senate in the Parliament of the Commonwealth of Australia has ruled likewise.

BILLS (4): THIRD READING

1. Banana Industry Compensation Trust Fund Act Amendment Bill.

Bill read a third time, on motion by The Hon. L. A. Logan (Minister for Local Government), and passed.

2. Bellevue-Mount Helena Railway Discontinuance and Land Revestment Bill.

3. Police Act Amendment Bill.

4. Education Act Amendment Bill.

Bills reads a third time, on motions by The Hon. A. F. Griffith (Minister for Mines), and passed.

CLEAN AIR BILL

Report

Report of Committee adopted.

LONG SERVICE LEAVE ACT AMENDMENT BILL (No. 2)

Second Reading

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.42 p.m.]: I move—

That the Bill be now read a second time.

It will be remembered that Parliament in 1958 passed an Act which granted long service leave to certain employees whose employment was not regulated under the Industrial Arbitration Act. The 1958 Act was drafted to follow closely the provisions which were included in awards and agreements of the Arbitration Court. So it provided for long service leave of three months to workers after 20 years' continuous service. Provision was also made for *pro rata* leave under certain circumstances.

There has been a recent variation in the 20 years-three months' system under the jurisdiction both of the Commonwealth and other States—in particular, New South Wales. The State Government received a request recently from the Trades and Labour Council to amend the Act so as to bring it into line with the reduced 15 years' qualifying period now applicable under Commonwealth and New South Wales jurisdiction.

ADJOURNMENT OF A DEBATE

Motions Permissible by Any One Member

THE PRESIDENT (The Hon. L. C. Diver) [4.36 p.m.]: At a previous sitting The Hon. F. J. S. Wise asked the following question:—

Could you, Mr. President, advise the House, during the next week if necessary, whether an honourable member may, on more than one occasion, adjourn a debate on the one Bill? That is to say, if an honourable member adjourns a debate on a Bill and does not use his right to speak to that Bill in the first instance on resumption of debate, may he again adjourn the debate on that Bill?

In reply, I would draw the attention of the House to Standing Order 382 which provides that every member may speak once on any question before the Council, and to Standing Order 410 which gives pre-audience, on the resumption of a debate, to the member who moved for its adjournment.

When this request was received, the Minister for Labour pointed out that at the time of the introduction of our Bill in 1958, the Government awaited the acceptance by the Arbitration Court of the principles of long service leave, and there was good reason why this procedure should be maintained. An undertaking was given that as soon as any amendments to the long service leave awards or agreements by our Industrial Commission were made, Mr. Wild would recommend to the Government that our Act be amended to conform.

In fact, most awards and agreements have recently been amended; and, in accordance with the undertaking given, this Bill was drafted in exactly the same terms as the amendments to the various awards made by way of agreement between the Trades and Labour Council and the private employers.

The passing of this measure will amend the present Long Service Leave Act to provide for reduction of the qualifying period from 20 years to 15 years. There is provision also for a period of eight and two-thirds weeks in respect of each 10 years' continuous service completed after the first 15 years. *Pro rata* long service leave will be available under certain conditions and in exactly the same terms as the agreement reached between the Trades and Labour Council and the employers.

It may be well to again mention that the Long Service Leave Act deals only with those employees who are not covered by awards and agreements of the Industrial Commission. Its provisions, therefore, would encompass about 6,000 persons in addition to those covered by Federal awards.

Owing to an amendment to the Industrial Arbitration Act, persons covered by the provisions of the Long Service Leave Act have been denied the right of appeal. This comes about because the Act provides for an appeal to the Arbitration Court only, which is an anomalous position, being rectified by an appropriate amendment in this Bill.

I would like to make some comment regarding the Board of Reference which functions under the parent Act. The functions of this board include the determination in the first instance of all questions and disputes referred by a party from time to time concerning, or in relation to, or in connection with, rights and liabilities under the Act. Its duties generally would include decisions as to whether a worker is or is not an employee or an employer to whom the Act applies. Exemptions of employers from the operation of the Act may be granted by the board and the conditions of such exemption determined. The board is competent to determine to what extent an employee is or has become entitled to long service leave or payment in lieu.

The board may decide whether and when and to what extent a deceased employee's personal representatives are or have become entitled to payment, as also the question whether the ending of a worker's employment by an employer was justified because of illness or incapacity, etc. These are fairly wide powers, yet any of the determinations made by the board are subject to appeal.

However, there exists an anomaly in the section which deals with appeals from determinations made by the board. The anomalous situation comes about in the provision that the appeal shall be heard by the court or by the Conciliation Commissioner, should the court so authorise. This explains the reason for the existence of several of the amendments in the Bill. This is caused by the definite prescription in the Industrial Arbitration Act of the jurisdiction of the industrial magistrate and various industrial tribunals. The Bill also includes provision for the deletion of the "off-setting clause" already removed from the long service leave clause of the awards.

When concluding the introduction of this Bill in another place, the Minister for Labour assured honourable members that there was nothing whatever in it which was not in line with the recent agreement between the Trades and Labour Council and the employing interests. I commend the measure to honourable members.

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

YOUTH SERVICE BILL

Second Reading

Debate resumed, from 15th October, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. R. H. C. STUBBS (South-East) [4.48 p.m.]: This Bill to establish a youth council of Western Australia, with the assistance of youth organisations, is a step in the right direction. Right now, I want to say I received it enthusiastically, and we should commend the people concerned on their action.

The Bill contains 24 clauses, most of which are of a machinery nature; and I suppose clause 3—Interpretation—is probably the most important part of the Bill. This clause defines a "young person" as a person over the age of 13 years and under the age of 25 years; and defines "youth service" and contains other vital definitions, which, to me, are important.

Clause 23 is interesting as it gives to the Director-General of Education the authority to allow youth organisations to use schools. This simply means that wherever there is a school in a district

and a youth organisation is formed, that organisation will have a place in which to meet and function.

This Bill is the result of a report by a committee that was set up in 1962 to investigate ways and means to further promote youth work in Western Australia. This committee deserves commendation for the very good work it has done and for its recommendations. I agree with the Minister that a well-planned and educated environment can contribute materially to the encouragement, the attributes, the loyalty, and the comradeship of youth and bring out the best in them, thus eventually making them good members of society.

I support the Bill with enthusiasm, and I consider the legislation very necessary. It fulfills a long-felt need, and is something which has been recommended. The National Fitness Council was established in 1945 and it has done an excellent job. It deserves to be congratulated for the work it has done. The experience of that council will be of wonderful assistance to the proposed youth council during the period of the latter's teething troubles. The members of the National Fitness Council have given their services voluntarily and they deserve our thanks.

I wish the proposed youth council success, and I hope that local authorities will put their shoulders to the wheel and that they and all interested bodies will help to make it a success.

Our best asset is our youth, and I am entirely on their side. I deplore louts, no-hopers, vandals, and the like, who do untold damage, but I am sure they are in the minority. However, the behaviour of these people receives all the publicity, while our ordinary youth who do something constructive do not get very much publicity. That seems to be the way of things nowadays. We have some very fine youth in Western Australia, bearing in mind that this Bill provides for young people up to the age of 25 years. We have fine athletes and fine scholars who are a credit to our society.

Church organisations, sporting bodies, local authorities, and other public bodies could do much more in assisting our youth. There seems to be something missing which could help our youth along. I have been associated with youth clubs in the past. I helped youth in football and cricket, and I was also associated with the police boys' clubs. Tired bodies after strenuous exercise do not encourage young people to get into mischief. I believe in the maxim that a healthy body produces a healthy mind. Of course, there are exceptions to the rule as there are exceptions to everything.

There is a fine organisation in Salmon Gums. The members of that organisation are wonderful people. They conduct various activities around the district.

They also conduct the annual agricultural show, and they do everything themselves. That organisation is a credit to any society. The members of the Salmon Gums youth organisation are also members of other organisations such as the Farmers' Union, young farmers, and so on. That goes to show that if we keep our young people busy in something that interests them, we can achieve much.

I recently read an article in *The West Australian* about Constable Lavers. He lets the boys take old cars to pieces to enable them to see what is inside them. In my opinion that is a very good thing. Some boys steal cars so that they can pull them to pieces to see what they are like inside. The boys are taught to drive, and Constable Lavers ensures that they know the rules of the road. He is doing a very fine job. I knew him when he was on the goldfields. He was very good with youth up there, and is an asset to the Police Force.

The most important responsibility rests with parents. It is amazing the number of parents who do not take an interest in their children's activities. They might take an interest at tea time, or over the evening meal, but they do not go to see their children participate in anything. Any boy or girl likes to see his or her parents attending whatever activity he or she is participating in. This shows that their parents are taking an interest in their activities.

Parents like to know who their children's friends are, and they usually find out if they attend activities in which their children participate. I have done a little research, and I find that the 15 to 17 years age group seems to be the worst group for offences against persons. I am quoting from the latest report of the Commissioner of Police that I could find. The worst age group for offences against property is that from 18 to 20 years. The 15 to 17 years age group is also a bad period. Offences against good order occur in the 18 to 20 years category. Young people in the 10 to 17 years age group appear to be the worst offenders for breaking and entering. The worst period for stealing is in the 12 to 17 years of age group.

The worst period for wilful damage appears to be the 13 to 15 years age group; and for disorderly conduct it is the 15 to 17 years age group. The number of traffic offences rises sharply after 15 years until it reaches its peak among young people in their seventeenth year. The offence of stealing as a servant appears to be bad up to 17 years. Unlawfully assuming control of motor vehicles is bad among those young people between 14 and 17 years.

Constable Lavers is doing a very good thing in teaching young people about the inner parts of motor vehicles and in teaching them the rules of the road. He conducts other activities which allow youth a certain amount of freedom, but he also insists on discipline. The young people have to register when they attend any function, and they register again when they leave. Although he maintains complete control over them, he remains behind the scenes and ensures that nothing goes wrong.

Parents should be more generous with the time they devote to their children's activities. We can shower gifts and other material things on our children, but the main thing is for parents to give of their time. Children appreciate the interest shown by their parents, and parents know what their children are doing. I heartily support the Bill.

THE HON. F. R. H. LAVERY (West) [4.58 p.m.]: I also wish to support the Bill and to add my commendations to the attempt which is being made, through the proposed youth council, to assist the youth of our State.

I should like to confirm some of the remarks made by the honourable Mr. Stubbs; and, in so doing, it will be a little advertisement for me. I happen to be patron of the Melville Amateur Athletic Club, and each year for the past 10 years we have averaged over 400 lads in that club from the age of 12 to 25 years, and between 50 and 60 members in the women's athletic club. During that period not one boy or girl has got into trouble with the police.

I will not say that they have not at times let off steam; but an organisation such as this brings home to parents the responsibility that rests with them. The Melville Amateur Athletic Club has won, each year for the last seven or eight years, an average of 20 of the 25 State championships which are held annually. Parents know that their children have gone to the club to train, and they do not worry if they do not return before 6.30 p.m. or 7 p.m. We do not receive much support from parents until functions are held. I believe parents should take more interest in the affairs of the young.

One of the tasks of the proposed council will be to bring more people into active participation in the education of our youth. The basic principle of the Bill is the education of young people, not so much in the alphabet but in citizenship. Some organisations could receive better financial help from the Government. The Minister for Child Welfare knows that his department spends a tremendous amount of money assisting indigent people.

I think some of the things that happen to young married people these days would not occur if boys and girls had a better education in their civic responsibilities. The

Police Boys' Club at Fremantle is a very fine organisation and it is housed in a beautiful building. But, unfortunately, its members find themselves in the position that instead of being able to use the building for six nights of the week—and it was built so that boys and girls could use it for various forms of education and entertainment during the week—the hall has to be let on certain nights to defray the cost of running the establishment.

Keeping that aspect in mind, I would like to draw the attention of the authors of the Bill, and those members of the committees which will be formed under its provisions, to the fact that I believe money spent on helping to keep organisations such as the police boys' clubs, and the council of which Mr. Halliday is the leader, functioning.

The Hon. L. A. Logan: The National Fitness Council.

The Hon. F. R. H. LAVERY: Yes. It would be money well spent. It gives me great pleasure to support the Bill.

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

BIBRA LAKE-ARMADALE RAILWAY DISCONTINUANCE AND LAND REVESTMENT BILL

Second Reading

Debate resumed, from the 15th October, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. F. R. H. LAVERY (West) [5.2 p.m.]: While I support the Bill, I would like to pass a few comments in regard to the line in question. This railway line runs from Fremantle to Armadale and it was built in 1907. At that time it was the rail link between the southwest and the Port of Fremantle, and it served a very useful purpose.

With the present planning of our railway system in the area south of Fremantle this line would have to be crossed by the standard gauge railway line in the vicinity of Jandakot or Bibra Lake. Therefore it was necessary to give consideration to the question whether or not the complete line should be discontinued and the land involved sold. There are three organisations in the area which I feel are greatly concerned with the closing of this line—I refer to the Cockburn Shire, the Jandakot Wool Scouring Coy. Pty. Ltd., and the timber company that uses the line for the carriage of a large quantity of timber. Over the years I understand that between 4,500 and 5,000 tons of timber has been carried annually.

I have been in consultation with the Cockburn Shire Council on the matter, and while at the beginning its members were

concerned about it they now have no objection to the proposal. Up to date I have not been able to get a final answer from the Jandakot Wool Scouring Coy. Pty. Ltd., but I understand the company makes very little use of the line; and there is a possibility, if it were necessary in the future, for an extension of the narrow gauge line to be made from Bibra Lake to the company's works, and a private siding would then be built.

The other company concerned—the Alco timber company—has advised me that its manager has been in consultation with the Railways Department; and whereas the company has previously had its timber unloaded at Jandakot it is quite prepared to have the new terminal established at Bibra Lake. However, the company would like to be assured—and this Bill does not seem to give that assurance—that it will not be left out eventually. I gave the manager an assurance that I had discussed the matter at a high level and the Government would honour its promise to keep open and maintain the line from Robb Jetty to Bibra Lake. Therefore there seems to be no valid objection to the passing of the Bill.

From time to time in this House we hear the phraseology of different measures discussed, and I would like to draw attention to clause 4 of the Bill which states—

On and from the date of the coming into operation of this Act the scheduled railway shall cease to be operated until the Governor otherwise declares.

Probably that is a necessary clause in a Bill of this description. But why is it needed when we have clause 5? This reads—

(1) The Minister for Railways may direct that all or any of the material comprising the scheduled railway—

- (a) be used in the maintenance of any Government railway as defined by section two of the Government Railways Act, 1904;
- (b) be used in the making of any railway for Her Majesty in the State that is made under the authority of a special Act as required by section ninety-six of the Public Works Act, 1902, whether the making of the railway is so authorised before or after the coming into operation of this Act; or
- (c) be sold, disposed of, or otherwise dealt with.

If the Governor has the authority to declare when the line shall cease to operate, why is it necessary to have another clause in the Bill which gives the Minister authority to dispose of the property? Of course, the land is to revert to the Lands Department.

There are a couple of other points to which I would like to refer. I am concerned whether the new terminal at Bibra Lake will mean extra charges being imposed on those who use the railway—and at the moment this applies particularly to the one big consignor or consignee, the timber company. Also, I wonder if before the Bill was finally drafted the Transport Board made any inquiries into the necessity or otherwise for the continued operation of this railway.

Some honourable members might say that as only a short distance is involved and it is a new area where major works are being undertaken, that would be obvious. But I well remember when Parliament, a few years ago, passed a Bill for the closure of a considerable mileage of uneconomic lines in this State. At the time the Country Party and the Liberal Party demanded that the Transport Board should look into the matter first. Therefore, I am wondering whether that has been done in this case; or whether, because it happens to be a line which is close to the city, the Country Party is not even interested in it.

When the line to Walpole was closed, I know the Government paid a subsidy to the timber people who were using the line at that time. That company was providing sleepers for the Commonwealth Railways, so that, in other words, the State Government was subsidising the Commonwealth. I would not like to see that happen again and therefore I ask this question: Is it proposed that the Government shall pay subsidies to the timber company which uses the line the subject of this Bill, or to any other people who may use it? With those remarks I support the measure.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [5.10 p.m.]: I appreciate the points taken by the honourable Mr. Lavery. The last point raised by him does not appear to be of great significance when one considers the reason for the closing of the line. I referred to this when I moved the second reading, and I said that in one case two tons of traffic were involved and, in the other case, 178 tons of traffic had gone to the two sidings over a period of two years.

The inuendo that the Country Party is not interested in this proposal is not worthy of any comment on my part, because the principal reason for the closure of the line is that it is no longer of any practical value. As regards the closure of the other lines to which the honourable member referred, we were interested because those lines were carrying considerably more traffic than is being carried by this line.

The Hon. N. E. Baxter: This line is not subject to any Transport Board restrictions either.

The Hon. A. F. GRIFFITH: That is so, and I thank the honourable member for his helpful interjection.

The Hon. F. R. H. Lavery: This line, until it was closed six months ago, did carry a great quantity of country goods.

The Hon. A. F. GRIFFITH: It carried some timber but, as the honourable Mr. Baxter said, it is not subject to any Transport Board restrictions. Therefore I cannot really see much purpose in my pursuing the argument any longer and I hope the honourable member is satisfied with what I have said.

The Hon. F. R. H. Lavery: I will leave it at that, but I am not satisfied.

The Hon. A. F. GRIFFITH: Very well. As regards the other point raised by the honourable member, clause 2 provides for the measure to come into operation on a date to be fixed by proclamation; clause 4 authorises the closure of the line at the time the Governor declares; and clause 5 gives the Minister for Railways permission to dispose of the scheduled articles. As far as I can see that is the position in a nutshell, and I do not think the honourable member raised any other queries.

Question put and passed.

Bill read a second time.

In Committee

The Deputy Chairman of Committees (The Hon. G. C. MacKinnon) in the Chair; The Hon. A. F. Griffith (Minister for Mines) in charge of the Bill.

Clauses 1 to 4 put and passed.

Clause 5: Disposal of property comprising scheduled railway—

The Hon. F. R. H. LAVERY: The Minister would please the timber company if he could give an assurance, by letter or otherwise, that the Bibra Lake terminal will remain as such.

The DEPUTY CHAIRMAN (The Hon. G. C. MacKinnon): A point arises here, and as my attention has been drawn to it, I must ask the Minister to make his reply on the title to the Bill.

Clause put and passed.

Clauses 6 and 7 put and passed.

First and second schedules put and passed.

Title—

The Hon. A. F. GRIFFITH: I think the best thing I can do is to assure the honourable member that I will refer his remarks to my colleague, the Minister for Railways, who can let him have a written note on the situation. I must confess

that I am not in possession of any information that I consider would give a satisfactory answer to the honourable member. However, if that will satisfy him I will pursue the matter along the lines indicated.

The Hon. F. R. H. Lavery: I appreciate that. Thank you.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

USED CAR DEALERS BILL

Second Reading

Debate resumed, from the 15th October, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. E. M. HEENAN (North-East) [5.16 p.m.]: This Bill for an Act to make better provision for the licensing and control of dealers in used motor vehicles, and for incidental and other purposes, was introduced by the Minister for Local Government. In the final clause the Bill proposes to repeal part IIIA of the Traffic Act, 1919. It is interesting to note that the law relating to this subject at the present time is contained in part IIIA of the Traffic Act, under the heading of "Used Car Dealers." This part of the Traffic Act was added in 1957, prior to which it appears there was no legislation on the subject.

Now, seven years after part IIIA was added to the Traffic Act, we find it necessary to introduce this Bill which deals with the subject on a far more comprehensive basis than it is dealt with at present. It makes us realise that one of the dominating features of the 20th century is the remarkable growth in the use of motor-cars, and the way in which, in many cases, they are dictating the pattern of our lives.

In passing, way back in 1918 when I had just turned 18 years of age, I enlisted in the forces, and I had to travel from Esperance to Norseman on my way to Perth. In those days the only transport available was the coach. The road over what was termed the sand plain was a winding, sandy road which was almost impassable. That journey from Esperance to Norseman by coach occupied two long days in 1918; and the journey took the same time for some years afterwards.

We set off at about 5 o'clock in the morning and got to Salmon Gums for tea. We were up again early the next morning and continued our journey, and we arrived in Norseman that night. That happened 46 years ago. This section of the road—between Esperance and Norseman—is now

bituminised, and cars whizz over it in just a couple of hours. That is a remarkable change in a comparatively short space of time.

A similar pattern exists everywhere; and the motorcar has been largely, if not mainly, responsible for opening up all countries in the world. It has made life happier in many ways; it has revolutionised many things; and it has been an advantage to some towns, and a ruination to others. Those are some of the thoughts which occur to me, because in this year of 1964 we find amongst us used-car dealers, who carry on a legitimate business—a business which modern society requires to be carried on. Used-car dealers are scattered all over the city, and throughout the country towns in Western Australia. As in most businesses, it becomes necessary to fix standards for their control.

After reading the Bill I think it is one which we can all support, and I propose to vote in favour of the second reading, although there are a few matters which can be tidied up in Committee. In its general concept, this is a Bill which merits support. It will be advantageous to have this Bill as a separate piece of legislation apart from the Traffic Act.

Although this legislation is to be set up as a separate Act, it will still be administered by the Commissioner of Police. On reading through the various clauses one finds that great power is centred in the Commissioner of Police, his department, and his officers. He will administer the Act, and will grant or refuse licenses to people who seek to carry on business as used-car dealers. Applicants will have to fill in various forms, and furnish certificates to verify that they have adequate financial standing. They will have to satisfy the commissioner that they are persons of good reputation, and so on. These are the usual requirements which are inserted in Acts similar to the legislation before us. After complying with all the requirements, the decision as to whether or not the applicant for a license shall be granted one rests with the Commissioner of Police.

If the Commissioner of Police refuses an application, the applicant can appeal to a stipendiary magistrate whose decision will be final. I doubt whether that is altogether fair. In respect of most matters which affect the livelihood of people, it is nice to realise that a person can appeal to various tribunals, each ranking higher than the previous one.

I am not keen to limit the success of an application to the decision of a magistrate alone. The Commissioner of Police may refuse an application, and the applicant will then have the right to appeal to a magistrate. I am not against our magistrates, but as we all know their verdicts are on occasions upset by higher courts.

It might be inadvisable to stultify the normal rights of appeal, as is proposed in the Bill.

There is one other provision which makes it obligatory on an applicant who is the lessee of his business premises to furnish with his application the consent in writing of the owner of the premises to the issue of the license. People who at the present time are leasing premises and carrying on used-car businesses will have to obtain the consent of the owners of the premises, and have it endorsed on their applications.

The Hon. H. R. Robinson interjected.

The Hon. E. M. HEENAN: Well, I cannot see much merit in it.

The Hon. L. A. Logan: What clause is that?

The Hon. E. M. HEENAN: It is line 27 on page 6. It just gives the owner an opportunity of being difficult. I do not want to be unfair to owners, but an unscrupulous owner could want a consideration.

The Hon. H. R. Robinson interjected.

The Hon. E. M. HEENAN: Well, I am just mentioning it for what it is worth. I do not see why, if a person is at present carrying on a business and he applies to the commissioner for a license, he should have to get a certificate from the owner of the premises.

The Hon. H. R. Robinson interjected.

The Hon. E. M. HEENAN: But the lease would look after that.

The Hon. G. C. MacKinnon: Is this a private conversation, or can we all hear it?

An honourable member: *Hansard* can't hear it, either.

The Hon. E. M. HEENAN: As I said earlier, I think we will all subscribe to the passing of the second reading of this Bill, and I will be surprised if any tremendous alterations are proposed to it in Committee. It is a fairly new subject on which we are embarking, and experience will guide us in the future as to amendments.

It is interesting to refer to the *Pocket Year Book of Western Australia* for 1963 and to find that in 1958 in the whole of our State, 110,573 motor vehicles were registered. Four years later in 1962 that number had jumped to 151,013. I think it is—an increase of over 40,000 in four years. I do not know the figure for 1964, but I could imagine it would be somewhere around 200,000 registrations.

The population in Western Australia at the end of 1962 was 765,715, and those people owned more than 151,000 motorcars. Therefore it looks as though this business of used-car dealing is not going to decrease, but will keep increasing. It is quite a

legitimate form of business, and I am quite satisfied that in the majority of cases the businesses are run by reputable people.

I am a bit concerned about one aspect of the used-car business; and these thoughts occurred to me after hearing the honourable Mr. Stubbs a few moments ago. When speaking to another Bill he mentioned traffic offences and said the juveniles mostly involved were about 17 years old. I am sure this aspect brings in its train a lot of other problems.

From my personal experience, I know that young boys leave school and go into industry. They immediately earn what is to them a lot of money and they quickly accumulate £100 or £200. The first thing a lot of these foolish boys do is buy a secondhand motorcar which the used-car dealers readily sell them. They let these lads sign a contract without ascertaining whether or not they can carry out their obligations.

I suppose if a young man goes in to buy a suit of clothes there is no onus or obligation on the shopkeeper to inquire into that young man's affairs to ascertain whether or not he can afford the suit. However when a young man of 17 or 18 goes in to buy a secondhand motorcar, the dealer knows he is negotiating with a juvenile—an individual whom the law regards as a minor and as being incapable of entering into and being bound by contracts, simply because he is too immature.

I feel that society should impose a strong obligation on these dealers to ensure that such young people cannot willy-nilly throw away their money on motorcars and assume obligations which, in a great number of cases, they cannot carry out. These young fellows are mostly immature and are easy marks for the unscrupulous dealer. However, assuming such young lads obtain a reasonably decent car, they are still too young to realise the financial commitment involved and the duties which will be imposed on them to comply with their contracts.

I have been told, and on very good authority, that this sort of thing leads to no end of trouble. A young fellow has to pay his board: he has to give his mother so much, and he has to clothe himself. Then he becomes saddled with one of these expensive vehicles and something goes wrong with it. He is away in the country or somewhere and has not enough money to buy petrol. What is he going to do? Even a reasonably decent young fellow, if he is landed down at Bunbury or somewhere and is out of petrol and money, still has to get back home. A tyre might blow out. We all know that one thing leads to another.

This is one of the facets which makes the motorcar somewhat of a curse to society, and I was hoping that this Bill might do something about it. The police can inspect books and things like that,

and I hope they will have a good look at the contracts. I trust the overall result will be that reputable people will engage in this type of business and will feel they have an obligation to do the right thing by some of these irresponsible young people who purchase used cars.

I feel confident that the measure and its proposed administration by the Commissioner of Police will be responsible for eliminating tricksters and others who have sullied the reputation of the business to some extent in the years gone by, and maybe in the light of experience next year we will be able to do something more to remedy some of the evils I see. I am afraid that my remarks have been a little disjointed, but I hope I have submitted a few thoughts which will cause other honourable members to consider the Bill fairly carefully.

THE HON. J. D. TEAHAN (North-East) [5.43 p.m.]: I am glad that some control over the sale of used vehicles will be brought about under this Bill. Unroad-worthy vehicles are being sold to those who are easy marks. I am afraid it is obvious from a trip through the outback that natives are easy marks for some dealers. In the Murchison and Leonora areas the natives seem to be more under the vehicles than in them. They spend more time mending them than riding in them. One can travel a track and, if one makes a trip along the same track a few weeks later one will find that some of the natives' cars have had to be abandoned by them as they were totally useless.

I hope that when the roadworthiness of a vehicle is being considered, the tyres will receive special attention. Local governing bodies on the goldfields have spoken repeatedly about regrooved tyres, without getting much remedy. Dealers are selling cars which have regrooved tyres, and these look all right to the naked eye. However, they have very little rubber on them, and are a danger. They only have to be driven a short distance before something happens. I therefore hope that that matter will be dealt with.

The honourable Mr. Heenan mentioned something about contracts. It is a pity there is no control over contracts. We all read a few weeks ago of the snide practice being adopted by some dealers. It appears that a person can sell his vehicle through an agent and the contract of sale can provide that the seller shall be paid on the completion of the sale of the vehicle. Now, to the ordinary, everyday person, that would seem all right. I think the contract reads that the money shall be paid within a month of the completion of the sale. The dealer could sell the car tomorrow, and in a month the previous owner could request his money from the dealer. However, the completion of the sale could be interpreted to mean the completion of the two-year contract. The dealer could say, "You did

not read the portion of the contract which says that you get your money when the sale is completed. That is in two years' time." Within that two year period, the dealer could have gone out of business.

It could be that actions of that nature need some measure of control through this legislation. I support the Bill, and I am sorry there is not some authority over contracts of sale.

THE HON. G. BENNETTS (South-East) [5.46 p.m.]: I am glad to see that steps are being taken to tighten up dealing in cars. Until recently two of my school-mates were in the secondhand motor business and I spent many days on their premises watching the renovation of cars. I saw some very bad things take place, one of which was the regrooving of tyres. A chap used to come in and, with his little tools, regroove the tyres. I have seen tyres sold which would not take the vehicle more than a few miles from the premises.

One day recently I was put in a very embarrassing position. I saw a Holden worth about £100 come into the yard, and I think it would have been better to put it on the scrap-heap. I went back to the premises the following week and I was amazed to see two young fellows from Norseman purchasing the car. I was embarrassed because the two lads were going into my territory, and I knew it was a pretty rough road which those boys would have to travel on.

I had seen four of the tyres regrooved on this old machine, and also liners put into it. I did not know what to do. Anyhow, the boys took possession of the car, but when I went back the following week the car had been brought back to the yard.

The proprietors of the yard were so guilty on account of the liners coming out and two tyres blowing that they refunded the money. The boys frightened the dealers by saying they were going to the Police Department, and would have the matter put in the hands of a solicitor, and would have the vehicle examined by the R.A.C. That is the sort of thing that is going on. If that particular car had been sold to boys who were young and without much knowledge of cars, they might have been stranded or up for an extra couple of hundred pounds.

Many years ago, the same thing happened to a member of my family. One of my lads was mad about a motorcycle. A dealer pestered him and eventually sold him a motorbike. I got in touch with the dealer and told him that the bike would have to be taken out of the yard and the money refunded. I also asked what authority he had to sell a machine to a junior without the consent of the parents. That dealer tried to put it over me, but I told him I was going to put

the matter in the hands of a solicitor. I think I would have won the day, but he finally refunded the money and took back the machine.

What the honourable Mr. Teahan had to say about natives was very true. In Kalgoolie, if one sees a lot of old cars in a backyard, one knows that a native is renting the place. There is one such property in Hannan Street, which I passed only last Sunday, and there are at least six old broken down bombs parked in the backyard.

The dealers seem to take advantage of the natives and sell them the old bombs. As the honourable Mr. Teahan said, the natives are mostly under the car and not in it. Recently I saw such a case. A buck was trying to do something to the engine of a car, his lubra was trying to manoeuvre something into position under the car, and all the kids were in the car.

I think the Bill could go a bit further than it does so that if a native wanted to buy a car, the Native Welfare Department officers—or the police inspector—should be advised and some inspection made of the vehicle. This provision should also apply to juveniles. Before being able to buy a car they should either have to get a permit from the inspector of police or be accompanied by their parents to the place where the car is to be purchased. There should also be a guarantee in writing that the car is in perfect running order; and the condition of the car should be specified right through. I have seen documents which state that a car is in good running order, but the documents do not cover other parts of the car which do not come under "running order." I think the more protection we can give juveniles the better it will be, because it is with them that the bulk of the accidents are occurring today.

The other day I was standing opposite His Majesty's Theatre near King Street when a big car, driven by a lad, took the corner at 30 to 35 miles an hour. The car went close to hitting a parked vehicle and nearly overturned. The lad was only about 17, and he did not know what power he had under the bonnet of that car. Those lads have to be taught that they are driving high powered cars, and they should know something about them. They often do 60 miles an hour on tyres which should not be on a car.

I support the Bill and I hope to see further legislation to put more restriction on the sale of unsafe used vehicles.

THE HON. J. G. HISLOP (Metropolitan) [5.55 p.m.]: It seems that all the organisations and association that are interested in a measure of this sort approve of this Bill. But there is one clause to which my attention has been drawn. I refer to clause 22. The organisations I have mentioned agree with practically

every condition laid down in this measure; but they will find considerable difficulty in the handling of the provisions contained in clause 22. They are as follows:—

Every licence holder shall permit a member of the Police Force, at all reasonable hours, to enter upon the premises in respect of which the licence is issued, with such persons as he may require to assist him, and there to examine any used motor vehicle;

Up to that point it is apparently quite acceptable, but then it goes on to say—

and where, in the opinion of the member of the Police Force, it is necessary to road-test any such vehicle, the licence holder shall permit him, or such other person as the member of the Police Force may nominate, to remove the vehicle from the premises and drive it, for that purpose.

I understand that a number of these vehicles are taken out on the road with trade plates, and the insurance on such vehicles, while on the road, is only valid when they bear the trade plates, and when the car is being driven by a person nominated by the dealer and accepted by the company.

This means, therefore, that when a car goes out on the road it could be an unlicensed vehicle; and there should be some arrangement whereby if the nominated person is not driving the car, but a member of the Police Force is, the insurance should be valid. If an accident occurs and any damage, minor or major, is caused, what is the position of the holder of the yard license in regard to having the car restored to the condition it was in prior to being taken out? If the car is badly damaged, what indemnity would the dealer receive for it?

It looks as though some sort of an arrangement is needed whereby the police can insure those cars, or the owner of the yard can take out an insurance which further covers the action of the police. As it stands at present, the insurance is purely to cover the trade plate when the car is being driven by the nominated person, and it is a prerequisite to receiving compensation from the insurance company. I think the dealers would like this question to be looked at before the Bill goes into Committee. They have no objection to the clause, but they will find it difficult to carry out the measure as it is worded at present.

THE HON. D. P. DELLAR (North-East) [5.58 p.m.]: I have listened to the previous speakers with great interest. However, I consider that honourable members were putting quite a lot of blame on the car dealer. In many cases, rightly so, but business is business, and I feel that this measure will put the onus back on the

person who is trading-in the vehicle, and not altogether on the car dealer. It will mean that if I want to trade my car tomorrow my car will have to meet with all the requirements of a road test and be roadworthy.

The onus would not be on me until I took the car to the dealer, and he would say what had to be done to make the car roadworthy before he would trade it. I could take it to the next dealer and perhaps he would trade the car as it was. I think that is where a lot of the trouble has cropped up in regard to used cars being unroadworthy; that is, the competition between dealers. After all, as I have said, business is business, and this measure will put the onus back on the owner who is trading in a vehicle, and it will assist the used-car dealers.

Before this measure was introduced—and I hope it will be passed—chaps were buying vehicles for wrecking. If one of these fellows saw he could make a few quid out of a vehicle without wrecking it, he would sell it, and it would be back on the road again and, as stated by the honourable Mr. Teahan, and the honourable Mr. Bennetts, the next thing you would see would be a native driving the car. That is what occurs with some vehicles that are supposed to be put in for wrecking. The Bill will assist the used-car dealers as well as the people purchasing used cars.

Mention was made of grooved tyres. I am led to believe that the National Safety Council, or the Commissioner of Police, was going to have legislation introduced last year to deal with this matter and have the grooving of tyres prohibited, but so far I have not seen any such legislation come forward. I certainly think, however, it is a matter that should be looked at very soon. The grooving of tyres definitely creates a road hazard; and nobody can tell the difference between a retread and a regrooved tyre.

I think the Bill will assist in respect of road safety generally, and I support it.

Debate adjourned, on motion by The Hon. H. K. Watson.

CHIROPRACTORS BILL

Assembly's Message

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

BILLS (3): RECEIPT AND FIRST READING

1. Wheat Marketing Act (Revival and Continuance) Bill.

Bill introduced, on motion by The Hon. L. A. Logan (Minister for Local Government), and read a first time.

2. National Trust of Australia (W.A.) Bill.

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

3. Fremantle Buffalo Club (Incorporated) (Private) Bill.

Bill introduced, on motion by The Hon. F. R. H. Lavery, and read a first time.

DAMAGE BY AIRCRAFT BILL

Returned

Bill returned from the Assembly without amendment.

Sitting suspended from 6.7 to 7.30 p.m.

FREMANTLE HARBOUR TRUST ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 15th October, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. R. THOMPSON (West) [7.32 p.m.]: I have made a careful perusal of the Bill, and I find that most of its clauses are machinery clauses which seek to affect a change in the name from "Fremantle Harbour Trust" to "Fremantle Port Authority." "Port Authority" is a term that is used throughout Australia and other parts of the world. The functions and operations of the Fremantle Harbour Trust are possibly unique in Australia. To the best of my knowledge it is the only such body in Australia that has entered the stevedoring field with the hiring and firing of labour for the purpose of loading and unloading ships.

In other parts of Australia, private wharves operate, and the stevedores control both the shore-side labour and the labour engaged on board ship. In Fremantle however that has never been done. The shore labour has always been controlled by the Fremantle Harbour Trust. Similarly we find that all the buildings erected on Fremantle Harbour Trust property belong to the harbour trust; excluding of course special facilities such as slipways and small jetties that have from time to time been constructed for the use of private firms.

In the main the Fremantle Harbour Trust has a very good and proud record in so far as its operations are concerned. It has kept up with the forward trends of mechanisation and administration, and this was fully illustrated when it recently opened its new Port Authority building. This would probably be the best administrative block anywhere on the Australian seaboard; and our passenger terminal stands out as an achievement of

what the Fremantle Harbour Trust has carried out, and I think every Western Australian is proud of it.

I would however like to say that when the Deputy Leader of the Opposition in another place was dealing with this Bill it was wrongly reported in the Press that he favoured the paying of the commissioners of the Fremantle Harbour Trust on an annual basis. That is not correct. Like myself, the Deputy Leader of the Opposition favours their being paid on the basis of meetings attended. I think there is good and substantial reason for that. If they are paid for each meeting they attend, then they will be more inclined to attend the meetings. But the majority of the commissioners of the harbour authority are businessmen, and I feel, although their conduct and attendance at meetings in the past has been very good, we could possibly be leaving an opening for them if we provide for them to be paid on an annual basis. They could then very well feel that their business precluded them from attending meetings, but that did not matter very much because they would be paid anyway. It is possible that might not be how things would work out; but I do not think the government, or the authority, should be called upon to pay these people for meetings they do not attend.

Other amendments in the Bill deal with the borrowing powers of the authority, and they allow the authority to borrow money from banks which the Treasurer recommends. The amendments also give the authority a greater area of operation. The Woodman's Point area is the main part of the coastline that will be taken into its operations; and the authority will have uninterrupted control of Cockburn sound, and of the area north to Cottesloe and out as far as Rottnest Island.

I do not think there is much point in my listing all the amendments in the Bill. I agree with them, particularly the one which will give the commissioners the right to install navigational aids. Previously this was under ministerial control, and it was necessary to obtain the Minister's approval before any change was made in navigational aids, or before additional navigational aids were installed for shipping. Now the commissioners will be able to install whatever navigational aids are deemed necessary for the safe working of the port. With those few remarks I support the Bill.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [7.39 p.m.]: I thank the honourable Mr. Thompson for his remarks. I would at the outset like to make an apology to the House. When I was introducing the second reading of the Bill I used these words—

When it is considered that the trust is operating among the business and commercial world it might well be

agreed that it should enjoy such immunity. The Bill consequently contains an amendment to section 3 so as to leave no doubt that this immunity of the Crown is enjoyed by the Fremantle port authority.

I regret to say that I left out two words in delivering these notes, and in both cases the word was "not." It did not have much substance in the first case, because it might well be agreed that the Crown should enjoy such immunity. One might say it is a matter of opinion as to whether it should or should not. But the next word is, however, very important. It should read—

The Bill consequently contains an amendment to section 3 so as to leave no doubt that this immunity of the Crown is not enjoyed by the Fremantle port authority.

I do not think any inconvenience has been caused, but I do think the record should be put straight, because in *Hansard* will appear the words which I used to introduce the second reading of the Bill.

The most important point raised by the honourable Mr. Thompson was the question of the change the Bill proposes in the payment of the commissioners. At the moment it is done on the basis of attendance at meetings, but the Bill proposes to repeal section 10 and re-enact it. The honourable member thought this might act in the form of encouragement for one or more of the commissioners to stay away from meetings knowing they would receive an annual amount for their services on the board; and the honourable member thought this might not be wise. I would draw his attention to section 9 of the Act which says that the Governor may suspend a commissioner from his office if he absents himself from three consecutive meetings of the commissioners except on leave granted by the Governor, or if he become incapable of performing his duties.

So in any event he cannot be absent for more than three meetings without leave. Quite apart from the fact that I think members generally on boards such as this accept a conscientious obligation towards their duties, there is a safeguard in the Act at the present time which, as far as I can see, the Bill does not in any way change.

The Hon. R. Thompson: It says the Governor may suspend.

The Hon. A. F. GRIFFITH: Of course it does. The honourable member does not suggest that the word should be "shall"?

The Hon. R. Thompson: I am asking you.

The Hon. A. F. GRIFFITH: The honourable member was not asking me, he was telling me. However I know the point he is making. I am endeavouring to show that there is a safeguard in this respect,

and on reflection I really do not think the honourable member would pursue this point, because it is covered quite fully in the Act at present. As the honourable member said, the Bill makes various changes which he supports, and there is no purpose in my pursuing the debate any further.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

WATER BOARDS ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 15th October, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. W. F. WILLESEE (North) [7.50 p.m.]: This Bill and the one which follows are very closely aligned and are necessary to serve the purposes which the Government desires to be enacted. The measure, in principle, deals with the irrigation areas of Harvey, Collie, and Waroona; and the point has apparently been reached in the irrigation system of those areas whereby the term "split watering" is now to be done away with, and the right of a property owner of more than one area to allocate in his own right where a quantum of water for each property shall be directed is no longer to be the case.

The situation which has apparently brought this problem to a head is that the irrigation drains are overtaxed while an individual, in his own right, is able to allocate a quantity of water down a given drain to the detriment of his neighbours. A person with an entitlement to three blocks of land could use that entitlement for the benefit of one block and thereby use all the water on one block; and according to the principles of irrigation, this water should be distributed on a third basis over the three blocks. Therefore the present practice will now cease.

I understand water will be paid for as it is used and that the amount of water to be used on any given block may not exceed the maximum requirement of one-third of the area. There seems to be nothing more than that to the Bill. It is a machinery measure to maintain the *status quo* of all growers in the areas referred to; and the only other alternative would be for the government to build bigger drains to take the greater quantities of water.

There is no point in holding up this legislation in view of the fact that, with regard to the reticulation of water, it has become a necessity for the economy of the reticulated areas; and basically it is intended that all of the growers should receive the maximum benefit under this amending Bill.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

RIGHTS IN WATER AND IRRIGATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 15th October, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. W. F. WILLESEE (North) [7.54 p.m.]: Having passed the previous Bill, it is simply a matter of machinery to pass this measure in order that the joint legislation can become effective.

THE HON. G. C. MacKINNON (South-West) [7.55 p.m.]: The honourable Mr. Willesee has more than adequately explained the purpose of these two small Bills. I think it is fair to say that no government likes to place restrictions on schemes such as the irrigation scheme in the Harvey district, but costs and the extreme difficulty of obtaining water in this State make necessary the restrictions that are included in the Bill.

The great desire of people in some of the more closely settled areas to secure an extension of irrigation also makes it essential that the whole scheme be rationalised as far as possible; and I think it only fair to say that no government likes to impose any sort of restrictions if it is possible to avoid them. It is only in the light of experience that this slight restriction has been found necessary for the reasons outlined by the honourable Mr. Willesee.

I am quite sure the whole scheme will continue to operate with the great success that it has enjoyed in the past.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

House adjourned at 7.57 p.m.

Legislative Assembly

Tuesday, the 20th October, 1964

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