

## LAND AGENTS ACT AMENDMENT BILL

*Returned*

Bill returned from the Assembly without amendment.

## ADJOURNMENT OF THE HOUSE: SPECIAL

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [2.4 a.m.] I move—

That the House at its rising adjourn until 10.30 a.m. today (Friday).

Question put and passed.

*House adjourned at 2.5 a.m. (Friday)*

## Legislative Assembly

Thursday, the 26th November, 1964

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The SPEAKER (Mr. Hearman) took the Chair at 11 a.m., and read prayers.

## SENATE VACANCY

*Speaker's Announcement*

THE SPEAKER (Mr. Hearman): I have to report that a Joint Sitting of both Houses was held this day, as required by the Joint Standing Orders, and that Mr. John Peter Sim was duly elected as a senator of the Federal Parliament in the place of Senator Victor Seddon Vincent, deceased.

## POSTPONEMENT OF QUESTIONS

THE SPEAKER (Mr. Hearman): I shall follow the procedure I adopted yesterday and take the questions at a later stage of the sitting.

# FACTORIES AND SHOPS ACT AMENDMENT BILL

*Second Reading*

Debate resumed, from the 25th November, on the following motion by Mr. Wild (Minister for Labour):—

That the Bill be now read a second time.

MR. W. HEGNEY (Mt. Hawthorn) [11.4 a.m.]: I certainly cannot say that I am in love with this particular Bill. When introducing the measure the Minister gave us the impression that it was quite all right; that there was no real departure from existing practice; that it was only an extension of the provisions of a certain section of the Factories and Shops Act.

I am, however, amazed that last year the Government, through the Minister for Labour, introduced comprehensive amendments to the Factories and Shops Act, which is now in a consolidated form. One of the amendments that were effected by the 1963 Act was the introduction of a Factory Welfare Committee to consider matters in relation to factories, together with a Retail Trade Advisory and Control Committee. The Minister pointed out that these committees were going to do good work; that they would be consulted—by the Government, it was suggested—on all matters concerning retail trade business.

I am now informed—and I would like to express my thanks to the honourable member for Victoria Park for his close research and inquiry into the circumstances surrounding this Bill—and I have made some inquiries on the matter, and looked at the Act, that the Minister has completely ignored the appropriate committee; namely, the Retail Trade Advisory and Control Committee.

It may be as well for me to read what the functions of this committee are. In section 83 of the Factories and Shops Act we find the following—

- (1) There shall be a Committee, to be called the Retail Trade Advisory and Control Committee, which shall consist of three members appointed by the Governor.
- (2) Of the members—
  - (a) One shall be the person who for the time being holds the office of Secretary for Labour who shall be the Chairman;
  - (b) one shall be a person willing to act as member appointed upon the joint written nomination of the bodies known as The Retail Traders' Association of Western Australia (Inc.), The Retail Grocers' and Storekeepers' Association of Western Australia (Incorporated), and Perth Chamber of Commerce (Incorporated) to represent the occupiers of shops; and
  - (c) one shall be a person willing to act as a member appointed upon the written nomination of the Minister to represent the purchasers of goods from shops.

Then the section, in effect, provides that when a particular industry is involved the second member—that is, the person representing the Retail Traders' Association—shall give way to a representative of a particular industry, or business, in regard to which some matter is being dealt with. It gives instances and states—

The member—

that is, the second member—

shall comply with a request of the Chairman made under paragraph (a) of this subsection and in the absence of the member pursuant to the request a person selected by the Chairman who has been severally nominated in writing to the Minister by Western Australian Automobile Chamber of Commerce Incorporated, The Federated Pharmaceutical Service Guild of Australia (W.A. Branch), Master Gentlemen's Hairdressers' Association of W.A., Union of Employers, Perth, Meat and Allied Trades' Federation of Australia (Western Australian Division) Union of Employers,

There are provisions for specific representation. From inquiries made I am given definitely to understand that the Western Australian Automobile Chamber of Commerce was not consulted in any way in regard to this Bill. Could the Minister tell us why? On his own admission last year this committee was set up to advise the particular Minister in regard to matters affecting shops and businesses, and I would like to know why the Western Australian Automobile Chamber of Commerce has been completely sidestepped—indeed, so far as I know, the committee has been sidestepped. But the Government has seen fit to introduce this particular Bill.

As I said earlier, the Minister would leave the impression that there was no departure from the present provisions of the Act; that it is just a slight extension; that it did not mean there would be extended hours of trading. I contradict the Minister in this statement.

As a matter of fact, when I first read the Minister's statement I thought it was innocuous—that it was all right. However, when I examined his statement and compared it with the Bill I could immediately see that there was a great contradiction. The Bill involves section 92 and it may be in order for me at this stage to read the relevant portion of that section so that honourable members will see the difference between the provisions of this Bill and the existing provisions.

Section 92, of course, deals with the matter of extraordinary trading hours for service stations; and I well recall that some eight years ago, when I had the duty of introducing a Bill regarding the zoning and roster system, the present Minister and others sitting beside him were vigorous in denouncing the then Government's

proposals, which were given effect to by legislation. However, not only did the present Government adopt those proposals, but it extended them; and it deleted from the roster system the provision that all garages in the metropolitan area must open on a Sunday morning, and the roster system applies now to both Saturday and Sunday morning. Under this particular provision—section 92—there are certain definitions.

The definition of "representative body" is as follows:—

"representative body" means the corporate body representative of proprietors of shops having requisites for sale, and known as Western Australian Automobile Chamber of Commerce Incorporated;

That is the representative body which confers with the Chief Inspector of Factories or the Secretary for Labour, who is the administrative officer of the Government, in connection with the drawing up, the extension, or the modifying of the roster system.

This Bill deals with requisites, and the definition under the section of the Act with which we are dealing is as follows:—

"requisite" means anything necessary, or required, for equipping or operating a vehicle, which is a motor vehicle according to the interpretation given to that expression by the Traffic Act, 1919, and includes, without derogation from the generality of the foregoing, fuel in any form, lubricant in any form, tyre, tube, battery, part, and accessory;

That definition includes fuel and spare parts. The section then goes on to incorporate the extraordinary trading hours; the proclamation by the Governor in regard to the zoning system and where the zoning system shall operate and where it shall not operate; and there are certain subsections dealing with all those aspects introduced since 1956. Following that there are certain exemptions; and this is the subsection which the Minister proposes to amend. I shall read the present provisions in regard to exemptions, with which subsection (10) deals. It reads as follows:—

- (a) by any person in supplying at any time, or in opening a shop at any time, in order to supply any requisite for the purpose of enabling a public ambulance to proceed or continue on any journey;
- (b) by the Royal Automobile Club or W.A. (Incorporated) or any of its servants in supplying at any time in an emergency any requisite for the purpose of enabling a motor vehicle of a member of the Club to continue on the journey or which it was proceeding when the emergency occurred; or

This is where I am going to make the comparison between the present provisions of the Act and the proposal of the Minister. Continuing—

- (c) by any person in opening a shop in a zone at any time other than in the ordinary or extraordinary trading hours for shops in that zone in order to supply and in supplying any requisite that is urgently and necessarily required for the functioning of a motor vehicle within the meaning of the expression "motor vehicle" in the Traffic Act, 1919, if—

- (i) the person is authorised in writing by the Minister to do so;
- (ii) the shop is situate in a zone no part of which is less than twenty miles from the General Post Office, Perth;
- (iii) the shop is opened for that purpose only;
- (iv) the shop is closed immediately after the sale of the requisite is made; and
- (v) the door of the shop is kept locked, except for the admission and exit of the person purchasing the requisite.

Then it deals with the advertising of the nearest shop. Those are the essentials regarding which a shop outside the 20-mile radius of the G.P.O. shall be entitled to open: and it must open for a specific sale, or a specific individual transaction.

Let us look at what the Minister proposes to tack on to this—

- (10) Notwithstanding any other provision of this section an offence against this section is not committed—

- (d) by any person who—
- (i) supplies at any time; or
  - (ii) opens a shop for the purpose of supplying at any time,

other than during ordinary trading hours, any requisite except fuel in any form or lubricant in any form, if—

- (iii) the requisite is urgently and necessarily required to enable a motor vehicle, within the meaning of expression, "motor vehicle" in the Traffic Act, 1919, to proceed or continue on any journey; and
- (iv) the person holds a permit in writing from the Minister so

to do, and complies with the terms and conditions specified in the permit,

which terms and conditions the Minister is hereby authorised to impose".

I would like to know what the Minister proposes to do. In what terms will the permits be issued, from time to time? I presume permits will be issued, to certain wholesale distributors; and I presume it will not be for just one wholesale distributor. I would like to know to what extent it is proposed to issue these permits and on what conditions?

I also propose to ask the Minister how he intends to police this particular provision. I am strongly inclined to the view that the Minister is being pushed around just because a few individuals want to trade around the clock. However, provision is already here for certain emergencies.

I would like to know what the Minister proposes to do in regard to issuing these permits, and whether he is going to allow these shops to remain open at any time; because it appears to me that this is another thin end of the wedge to extend the trading hours of shops.

I said that the Automobile Chamber of Commerce had not been consulted. I do not know whether wholesale distributors have been consulted, although there is reference in this morning's Press to the effect that the representatives of one of the organisations has indicated that it is a step in the right direction. I have a copy of a letter signed by the Secretary of the Automobile Chamber of Commerce. The letter is addressed to the Minister for Labour under today's date and reads as follows:—

The Hon. G. P. Wild, M.L.A.,  
Minister for Labour,  
Department of Labour,  
184 St. George's Terrace,  
Perth, W.A.

Dear Sir,

Re Factories and Shops Act  
Amendment Bill 1964

We have been concerned and disappointed to note the introduction of the above Bill into Parliament at this late stage of the current session.

Our disappointment is that we have been given no opportunity to discuss, either with you or as part of the Retail Trade Advisory and Control Committee, this proposed amendment which could vitally affect our industry. In particular we understand from your remarks last year and from the construction of the Factories and Shops Act Sections 84 and 85 (1) (C) that you would have looked to this Committee for some recommendation before moving for amendments.

In this respect as this Chamber fulfils many time-consuming and costly tasks and is specifically nominated as the Representative Body under Section 92, it must logically be the Deputy Member of any meeting dealing with this section and any proposed alterations to retailing of motor trade commodities; yet we have not met in connection with recommending any such amendment as now proposed.

Our concern is that while the intent of the amendment may be to legalise the long standing "after hours" service provided by wholesale parts suppliers to their retail and fleet owner accounts on a strictly emergency basis, the amendment proposed will, by virtue of the competitive situation in parts and accessories, tyre and battery wholesaling as well as retailing, lead to establishment of numerous motor trade outlets selling a wide range of requisites (other than petrol and oils) over the weekend.

In explanation we point out that if a "permit" was given to one trader (wholesaler or retailer) selling "replacement parts" then manufacturers of "genuine parts" would or must, seek similar outlets. Again, if Ford parts became generally available, G.M.H., B.M.C., Chrysler, V.W. etc., would competitively have to follow suit—and vice versa. It would be extremely difficult to grant some permits and refuse others to firms in the same competitive trading element.

There is no similarity between this proposed amendment and that provided in Section 92 paragraph 10 (c) which permits opening under certain conditions after both "ordinary" and "extraordinary" trading hours.

Finally, we find the proposed amendment difficult to reconcile with Section 92 paragraph 5 (A) and (B) which already provides, where necessary, for recommendations to be made for a shop or shops to be open for the sale of requisites (or certain classes of requisites) at such hours as required.

In essence there is no real demand or urgency for an amendment such as proposed and we trust your original assurance—

That is a very familiar word. Continuing—

that matters such as these would be examined by the relevant Retail Advisory Committee will be undertaken before proceeding further.

That is the considered statement from the Secretary of the Automobile Chamber of Commerce regarding the implications of this Bill. The Minister introduced this retail trade advisory committee last year, and certain aspects of chemists' shops were also dealt with. The Minister had

written into the Act last year subsection 89 (3) which relates to the hours of trading and reads—

(3) A chemist or druggist shop may be opened at any time for the purpose of dispensing the prescriptions of a duly qualified medical practitioner and supplying medical and surgical appliances and medicines required in case of necessity or emergency, for so long only as may be necessary for that purpose in each particular case and if—

- (a) the shop is opened for that purpose only; and
- (b) the door of the shop is kept locked, except for the admission and exit of the customer.

That is a provision in regard to another business which caters for emergency services. I have not a great deal more to say on this Bill. The Minister has left us with a misleading impression, because there is contradiction between the Minister's amending Bill and the provisions of subsection 92 (10). I would like the Minister to explain why the committee to which I have referred was ignored, and why the Automobile Chamber of Commerce, which is an organisation vitally interested in the matter, was not consulted. The Minister would be well advised, even at this stage, to consult with those bodies.

The Bill has been introduced within two days of the closing of the session and there is no great urgency in regard to it. As a matter of courtesy to the organisation which is referred to in the Act—and this organisation has been very co-operative in regard to amendments to the Act and in regard to the operations of petrol stations—the Bill should be withdrawn and consultations held with that body. If it is necessary, a Bill could be introduced during the next session of Parliament to deal with the position.

This Bill will be the thin end of the wedge for the extension of after-hours trading. No-one is against what are known as essential emergency services. Sometimes certain transactions are entered into at midnight or 1 o'clock in the morning, and they could not, in the right sense of the term, be regarded as emergency services. I hope the Minister will have regard for my remarks and that he will have some regard for the retail trade advisory committee which he was instrumental in setting up last year. I hope that he will extend the usual consideration to organisations like the Automobile Chamber of Commerce and that he will consult with officials of that organisation. I have no doubt that if agreement were reached between the Minister and that organisation, and a recommendation came from the retail trade advisory committee, Parliament would give serious consideration to that recommendation.

I said at the outset I was not in love with the Bill and I hope it will be defeated. However, if it is not I would like the Minister to indicate his agreement to withdraw it to enable him to give further consideration to the proposals.

MR. DAVIES (Victoria Park) [11.32 a.m.]: What the member for Mt. Hawthorn said is indeed correct. When legislation is introduced into the House, for my own part I always try to find the justification and the need for it. Generally speaking, most measures that are introduced are not unknown to most members because they have some prior advice and some indication that amending legislation for a particular purpose will be brought down. On this occasion the Bill was a complete surprise to everybody, except perhaps to the Minister, and particularly its introduction at such a late stage in the session. Also I have been unable to find in the Minister's second reading speech any justification for its introduction.

I have not noticed in the Press, or in my travels, any large outcry for after-hours emergency trading in spare parts. Indeed, the only person who seems to have been kicking up any fuss is a man named Carboni, whose business is situated in Leederville, I believe. I understand that other members of the trade are very much opposed to the methods that he has been using and are against any extension of the present trading hours. Yet it would appear that legislation is being enacted particularly to allow people such as Carboni—and, of course, anyone else to whom the Minister issues a permit—to provide some emergency service in this regard.

I think this will have a very great up-setting effect on the wholesale and retail spare parts trade; because what will happen is that if one company dealing in a particular part has a permit to open, the opposition company will also want to open. This will be followed by other companies, in due course, until there is a type of rostered spare parts service for which I do not believe there is any demand.

The member for Mt. Hawthorn brought to the attention of the House the provisions of the Factories and Shops Act which were before Parliament only last year. At that time the Minister for Labour was insistent that this new approach to trading hours, to trading generally, to licensing, to safety, to employment, and to health, as was set out in the provisions of the Factories and Shops Act, would overcome any difficulties and would allow of matters relating to trading to be properly handled and each section of the community would be allowed to have its say. On page 1653 of *Hansard* last year the Minister said—

Again, the setting up of a retail trade advisory committee will allow views to be put to this committee in respect of the complex matter of trading hours.

That is only one little aspect of the Retail Trade and Advisory Control Committee's functions. We find that under section 92 of the Act—and I would remind the House that this Bill proposes to amend that very section—the representative body is nominated as the Western Australian Automobile Chamber of Commerce (Inc.). This is the particular body that has been nominated to be on the Retail Trade and Advisory Control Committee to deal with matters of trading hours and the sale of motor vehicle requisites. I shall not detail those requisites, because the member for Mr. Hawthorn has already done so.

The Minister cannot deny that this is the specific body that is required to make recommendations in accordance with section 84 of the Act. I think the letter which the member for Mt. Hawthorn read to the House clearly indicates that the Automobile Chamber of Commerce had not the slightest knowledge that this change in trading hours was contemplated. It makes one wonder whether the Minister was genuine last year in regard to these committees when he said they would be given certain powers and their views, in effect, would be respected, when on a matter such as this it is so clear that the committee responsible has been completely ignored.

In the circumstances, and because the provisions of the Act have been ignored, and the courtesies that the Act implies have been ignored, and also because the matter could very well wait until next session as there has been so little request, if any, for an extension of after-hours trading, I think the Bill should be defeated.

When we look at the Bill and compare it with the provisions in regard to country trading in spare parts in an emergency we find there are very significant differences. In his second reading speech the Minister said that the position that applied in the country would, if the Bill were passed, apply to the city. Of course, the only similarity would be that there would be an opportunity to buy spare parts in an emergency. There it finishes, because in the country there are strict conditions which must be complied with in regard to the opening of a shop, the closing of a shop, and the locking of a shop.

It is clearly implied, in section 92 (10) (c) that a person shall be at a shop only for the purpose of giving a service and not to keep the shop open at all times. Yet under the provisions of this Bill the conditions that the Minister could apply, or authorise, could mean that a shop could be open at all hours outside of the ordinary trading hours, or outside the extraordinary trading hours. It sets down, of course, that the requisite should be

urgently and necessarily required to enable a motor vehicle to proceed on its journey.

It is provided that the person who opens the shop must hold a permit. But who is to police the Act? How can it possibly be policed? When does the requirement for a spare part for a motor vehicle become an emergency? So far as the owner or the driver of the motor vehicle is concerned, as soon as he desires a spare part it becomes an emergency at that time. So what constitutes an emergency? I do not think it has been defined by the Supreme Court, and yet the Minister proposes that if a person goes into a shop and says he urgently requires a spare part he should be able to obtain it. It is possible that this move could throw wide open both the wholesale and retail trade.

There is no need to amend the Act and depart from the existing provisions, which have worked so well. One could ask: What type of spare part would be required by the driver of a motor vehicle that is not carried by a roster service station? I suggest that one could usually find, in a roster station which is open until midnight, supplies of most of the urgently-required spare parts such as fuses, coils, globes, fan belts, and the like should any one of these fail on the motor vehicle. If a part other than that normally supplied by a roster station is required, I suggest it would be a very large or major part which would require to be obtained before 5 p.m. or 6 p.m. whenever the main retail stores close. Further, it is preposterous to suggest that labour would be available outside of normal trading hours to fit the part that had been obtained, and therefore the driver of the vehicle would not be able to proceed on his journey with much greater speed than if he were required to wait a few hours until the shop supplying the part was open for normal trading.

I do not believe the type of part that could be needed would be so urgently required as to impede seriously the journey of a motorist. I have already stated that I wonder who would obtain the permit. The Minister will no doubt say in his reply what his intentions are in that respect. If one trader along Albany Highway wanted to obtain a permit and he was issued with one, I suggest that it would not be long before other traders in the vicinity would want to be granted the same concession and so, in effect, there would be open trading outside of the normal hours that are now prescribed.

I do not consider that anyone is seriously inconvenienced at present and therefore there is no need for this amendment. Conversely, many people could be upset if it is agreed to. There could be a breakdown in controlled trading which now exists and which is so necessary and desired by

all reputable dealers, because they are quite happy with the trading hours that apply at present. The W.A. Automobile Chamber of Commerce is the body that is nominated to be represented on the retail advisory committee; and as it has not been consulted, I think that now would be the time for the Minister to suggest that this Bill should be made one of the slaughtered innocents on the notice paper for this session so that greater consideration can be given to any such legislation before it is reintroduced into this House.

The Minister may tell us how many people in the country areas have taken advantage of the right to hold a permit of the type suggested in the Bill. It has been suggested that there is a doubt that those people would number half a dozen. It would appear that although the provision is in the Act nobody has bothered to take advantage of it. In my opinion such permits could seriously affect the trade, which is reasonably controlled and which provides a good service to the public. I believe that, in all courtesy, the views of the W.A. Automobile Chamber of Commerce should have been obtained before this Bill was introduced. I also consider that the Chamber of Automotive Industries, the views of which body were reported in this morning's Press, may have a different view on the Bill once it realises its implications. I am of the opinion that there is no necessity to legislate for a particular person, as it appears could be the reason for the Bill being introduced in this instance.

In any event, the terms set out in the Bill are too wide, especially when the Minister is given complete authority to prescribe the conditions. Too much pressure could be applied at certain times and it is possible that the terms and conditions of the permit issued could not be policed. I also believe that if the legislation is proceeded with, it should contain the proviso that if a trader is granted a permit his shop shall be open only for that particular purpose and shall be immediately closed and kept closed as applies in the country. Even if such a proviso is inserted, I am still of the opinion that it will be impossible to police this legislation, and we should not enact any legislation if we know that it cannot be policed.

I regret that the Bill has been brought down at such short notice and that the body nominated under the provisions of the Factories and Shops Act has not been extended the courtesy of being asked for its views. In fact, not only this body, but also the whole retail advisory committee has not submitted its views on the question; and therefore we are only making a farce of this legislation if this committee is set up under it and then, on a matter as important as this, we completely ignore it.

**MR. BRADY** (Swan) [11.47 a.m.]: Like the honourable member for Mt. Hawthorn and the honourable member for Victoria Park, I do not think this legislation is necessary; because, as those two speakers have said, it will open the door for other people to trade outside of the existing trading hours. There is no doubt that once a certain class of trader starts this sort of thing it opens the door for everybody. We have a classic example at the moment in the ice cream trade. We now find that "Mr. Whippy" has a van not on one corner but on many corners right throughout the metropolitan area, causing all sorts of traffic hazards and difficulties for those who use the roads. At the same time this trader is taking away business from the shops which pay fees for registration to trade legitimately as small delicatessens or confectionery establishments.

We now find that a "Mr. Softee" has placed similar vans on the roads and so it will not be long before we have "Mr. Somebody Else", and in a short time we will also have pie carts and confectionery carts travelling around the metropolitan area, and even people peddling clothing; because if "Mr. Whippy" and "Mr. Softee" are permitted to trade in this way and it is seen that they are making good profits—and that is the only thought that people have today: to make good dough—then everybody will want to engage in this open trading.

It is not so long ago that a number of shopkeepers at Leederville took the bit between their teeth and opened their shops on Friday night because they claimed that the people wanted them to be open on Friday night. Following that, a few traders in Bunbury followed suit. Again, in New South Wales recently some traders started to buck the Factories and Shops Act in that State by trading outside the normal trading hours, and we even read the report of one unfortunate trader who went to gaol rather than pay his fine.

I am sorry to see this state of affairs come to pass, and the name of the person who is associated with the sale of motor parts being brought in. The average trader is entitled to trade under decent conditions and normal hours. If the proprietor of a business likes to play golf or go swimming on the weekends he should be entitled to do so, without having to worry whether he might lose 50 per cent. of his trade because another unscrupulous trader wants to work seven days a week, and 12 hours a day.

I was associated with the co-operative movement in Geraldton many years ago when traders decided to call a meeting to prevent firms from delivering goods between 6 p.m. and 8 p.m. There is always a very small percentage of people who wish to work longer than the normal hours. It does not matter to them if traders are permitted to open for business 23 hours a

day; they will still want to work the extra hour. I have some of this type in my own electorate. They are bad managers. When their cars break down they do not take the cars to the garages for repairs during normal trading hours. After the normal trading hours they expect the garages or spare parts firms to help them.

One person pulled up outside my house about two months ago, because his car had broken down. I could have told him to go to Carboni at Leederville to obtain the part, and thus encourage him to keep such premises open after hours. Instead I went into my garage and got the part for him. I did not charge him anything although he offered to pay. The part was a contact for the distributor.

We should not encourage this sort of thing, because if the motor trade is allowed to open after normal trading hours then others will want to do likewise. Some people claim that I am a "square", because I do not believe in over-indulgence in alcohol. Already some hotels have exerted pressure for legislation to be passed to enable them to trade on Sundays. If we encourage the motor industry to open at the weekends on the pretext of meeting emergencies, then other types of businesses and hotels will want to do the same. This is bad for the community.

The proprietors of businesses are entitled to fair trading hours and reasonable conditions. Likewise shop assistants are entitled to work during normal working hours, to receive fair wages, and to have fair hours of recreation. All these things will be jeopardised if some sections of business—such as the motor trade, petrol trade, hotel trade, confectionery trade, or transport industry—are permitted to open for business on the weekends and after normal trading hours. If we open the gate in this instance we will have to open it wider with the passage of time.

Unfortunately there are some unscrupulous people in the community who do not care under what conditions they work, or whom they may upset, as long as they can make a profit. If they can use the political machine to enable their business to remain open after normal trading hours they will do so. We on this side are opposed to opening the gate, because if we agree to it in this instance there will be no end to it. We already have the classic examples of "Mr. Whippy" trading in ice cream from his van from 7 a.m. to 8 or 9 p.m.; and of "Mr. Softee" who is doing likewise.

A motorist who pays the membership subscription of the R.A.C. is able to obtain spare parts after the normal trading hours. If motorists want emergency service they should join the organisation which is already set up to help them. If need be, the activities of the R.A.C. could be extended to cater for all sections of the



community in every part of the State. This does not have to be confined to the metropolitan area. Let us encourage this worthwhile organisation to continue its good work and, if necessary, to extend its service. We should not interfere with the Factories and Shops Act by permitting the sale of spare parts after hours, because it would in turn interfere with other classes of business. I oppose this type of legislation. The Bill should not pass the second reading stage.

**MR. JAMIESON** (Beeloo) [11.55 a.m.]: This type of legislation is typical of that introduced by the Minister over the years. He—perhaps with the editorial writers of *The West Australian*—has been its sole advocate. We all know there are the Carbons in the community. We heard stories, when the petrol roster system was introduced, about all the hardships to which the Minister was subjected, and about how he had to strike matches in the early hours of the morning to find out the roster stations in the locality. Of course we know how little he was affected by the roster system.

Every time a concession is given, we cause a further lift in the spiral of costs. In New York, where there are extended hours of trading, it becomes very evident that the general public pays. In this instance the cost of spare parts will rise; and that applies not only to parts bought after normal trading hours, but also to those bought during normal hours. If there is a demand for after-hours service in the supply of spare parts then there should be a similar demand for refrigerator parts. It would be far more justifiable to permit the refrigerator firms to supply parts after normal trading hours.

Most people who own motor vehicles carry the necessary spare parts with them to enable them to keep their vehicles in service. They know what parts are likely to need replacement. Of course, if a major part were to need replacement, such as a crank shaft, the work could not be done at night even if a spare part was available. The opening of these places outside the regular trading hours is quite unnecessary. The idea has been thought up by the Minister and others like him. There is no real demand for this by the community, and if the concession is granted in this instance the community will be burdened with additional costs. Honourable members who support this Bill are supporting the spiralling of the costs structure, which is already a problem to the community. It should not be pressed any further. The supply of spare parts is quite adequate at present, and there is no great demand for a change.

When the Minister set up a committee to advise the department on the hours of trading and on the need for alteration, I thought that would be sufficient. Now

he goes behind that committee, and comes forward with a new idea which will impose an extra burden on the community.

He might have been fair and told us originally that despite the fact that the other legislation has been placed on the Statute book, he was not going to abide by it but was going to go ahead on his own merry way and impose on the community his thoughts, and his thoughts alone, when he considered the necessity arose for a particular change in hours in an industry.

Therefore I suggest the House would be well advised to vote this Bill out completely, and abandon the idea that the extra trading hours are required in the community, because they are not really required at all. Any necessity for extra hours is caused by the laziness of people like the Minister and those others who have the same thinking on the matter.

**MR. WILD** (Dale—Minister for Labour) [12.1 p.m.]: I am rather amazed at the confused thinking of one or two who have spoken on this measure. With regard to the letter written by the Director of the Automobile Chamber of Commerce to me this morning, I rather regret that a man in a position such as he holds, should, in the same mail, send a copy of the letter to a member of the Opposition. However, I suppose that in politics we must expect these things, but I like to think that when a man comes to me and looks me in the eye, there is a standard of ethics involved.

Several honourable members interjected.

**Mr. Jamieson:** Where are your ethics?

**Mr. WILD:** The director stated in the letter, a copy of which has been read out by the honourable member for Mt. Hawthorn, that the retail advisory committee was not consulted. I want to say categorically that of course it was consulted. Do honourable members think that I would come here without consulting the committee?

This legislation has been introduced partly as a result of representations made to me by the honourable member for Balcatta. I told him I would look into the matter. Three weeks ago I again asked the retail advisory committee to give consideration to the representations made by the honourable member, all given in good faith. The committee finally stated that it did not feel the suggestion he put forward would satisfy the position. I will quote the top part of the minute to me from the Secretary for Labour who, incidentally, is the chairman of this committee.

**Mr. Davies:** Would you read out who was at that meeting?

**Mr. WILD:** The retail advisory committee as set out under the Act.

**Mr. Davies:** Not under section 92 of the Act.

Mr. WILD: The honourable member for Victoria Park knows everything!

Mr. Davies: The Automobile Chamber of Commerce is nominated to deal with these matters and it was not at the meeting.

Mr. WILD: It was not particularly nominated.

Mr. Davies: Have you read section 92 of the Act?

Mr. WILD: The following is from the Secretary for Labour on the 11th November:—

Further to our recent discussion in regard to our present difficulty in respect to the supply of urgent spare parts outside of normal trading hours, the Retail Trades Advisory Committee recently gave serious consideration to the matter.

There is no doubt in our mind that sooner or later this is going to cause serious embarrassment. At the moment, as I have previously informed you, strictly speaking firms such as Sydney Atkinsons, Winterbottoms etc., cannot legally use their emergency spare parts phone systems.

This Bill has really emanated from a number of prosecutions made against Carbond from Leederville. I do not like using the fellow's name, but it has already been banded around the House by one or two speakers. Within the last three months because of what has been going on, I went on two occasions on a Sunday afternoon to observe for myself from my car what happened there and to see whether there was a demand. I satisfied myself that there was rightly or wrongly pretty obviously a demand from people who wanted spare parts outside normal trading hours.

I do not say that the attitude of the fellow was right. He was breaking the law. However, we must have some emergency system under which people can obtain a spare part if it is urgently needed. Actually that was thought to have been already provided. If honourable members would consult the phone book, they would find that Sydney Atkinson, for instance, has a number for after hours spare parts. Winterbottoms has one, too.

When this man was being prosecuted a matter of four weeks ago in the court, and the counsel for the Department of Labour, which has to cite these prosecutions, said in reply to the magistrate that there was no need for this man to have supplied the spare parts because they could have been obtained by ringing one of the numbers in the phone book, the magistrate said that that was illegal too—and so it is. Following this statement by the magistrate the four or five firms which could be contacted to obtain emergency spare parts informed inquirers that this service was no longer available.

I assure the House I have no intention of throwing the gate open in any shape or form. I have told the Secretary for Labour (Mr. Reeve) that subject to Parliament accepting this legislation the committee will meet and probably all it will do will be to give permits for after hour trading as per phone. It will not be a matter of shops being open. This is merely a matter of ratifying something that has been going on for years and years. It has been brought to a head by the prosecutions referred to and the remarks of the magistrate.

Mr. Davies: I agree with that, but this Bill is far too wide.

Mr. WILD: Someone has to make a decision as to what hours will be worked; and as I have said, I assure the House I am not going to do anything at all myself. I shall await the recommendations of the advisory council. This is merely legalising something which has been going on for years and years.

Question put and passed.

Bill read a second time.

*In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Wild (Minister for Labour) in charge of the Bill.

Clause 1 put and passed.

Clause 2: Section 92 amended—

Mr. W. HEGNEY: I want to correct the false impression the Minister has given with regard to the notification of interested organisations. He said that the Retail Trade Advisory and Control Committee has been consulted. However, I want to know whether the Automobile Chamber of Commerce was consulted either by the Minister or the chairman of the advisory committee. The committee consists of three people, these being the chairman, who is the Secretary for Labour; a representative nominated by the Retail Traders & Grocers Association; and a nominee of the Minister to represent purchasers of goods.

The Act also provides that when a particular industry or business is involved, then a representative of the organisation dealing with that industry or business shall be on the committee and take the place of the retail traders' representative. I draw the Minister's attention to section 83B of the Act.

I repeat that the Western Australian Automobile Chamber of Commerce was not consulted by the Retail Trade Advisory and Control Committee. Had it been consulted I do not believe that Mr. Harrie, the secretary of the organisation would have written to the Minister in the strain that he did.

I think it was incumbent on the chairman of the committee to invite the representative of the Automobile Chamber

of Commerce to sit on the committee because its business was directly involved. The members of the Automobile Chamber of Commerce, who are garage proprietors, deal with requisites which include not only fuel but also all kinds of spare parts.

The Minister talked about ethics and said it was unethical for the secretary of the organisation to write to the Minister and at the same time supply a copy of the letter to me. The Minister, and honourable members, know that the Bill was introduced yesterday afternoon, and that it is proposed to close Parliament tomorrow. It was therefore obvious that the Bill would be dealt with today. I think the Secretary of the Automobile Chamber of Commerce was quite ethical in the circumstances. I would have done the same thing myself.

The views of the Chamber were submitted in writing to the Minister this morning, and the chamber would have had no other opportunity of having its views expressed had it not supplied a copy of those views to me. The amendment is contradictory to the provisions of the Act, and there is no need for it.

MR. DAVIES: I hope the Minister will attend to the injustice he has done to the Automobile Chamber of Commerce. He possibly was not aware that the retail advisory committee changes from time to time; and under section 92 of the Act any reasonable person would realise that the nominated body to deal with this specific matter would be the chamber.

Like the member for Mt. Hawthorn, I can give members an absolute assurance that until the Automobile Chamber of Commerce was contacted yesterday afternoon it did not have the slightest knowledge that this proposed change was to be brought before Parliament. It is only fair to that body for the Minister to let us know who was at the meeting of the retail advisory committee. If he does that, it will be apparent that no representative of the Automobile Chamber of Commerce was at the meeting. Whether that was an oversight, or a mistake, or because those concerned were not quite sure how the Act should operate, I cannot say. We are not trying to put the blame on anybody; but it is wrong for the Minister to indicate that some people have knowledge of certain things when they do not have that knowledge.

MR. GRAHAM: I regret the debate has taken the course it has. I do not think the Minister was obliged to confer with the Automobile Chamber of Commerce, but I do feel it was a courtesy to which the chamber was entitled and which it would have every right to expect; because, surely, when legislative action is proposed, the logical process is to intimate the position to those affected.

If the Minister himself were seeking to make a change, I would say there was an obligation on him to confer with this body. However, as he is submitting the matter to Parliament, I suggest there was no such obligation, although it would have been far better to confer with the chamber.

MR. DAVIES: It is set up in the Act.

MR. GRAHAM: It is set up in the Act so that the body will be conferred with before the Minister takes action.

THE CHAIRMAN (MR. I. W. MANNING): Order! I must warn the honourable member that he cannot make a second reading speech on this clause.

MR. GRAHAM: I am not. This clause is the Bill.

THE CHAIRMAN (MR. I. W. MANNING): I know; but there is no reference to the Automobile Chamber of Commerce in this clause.

MR. GRAHAM: That chamber is the body which is representative of all those who are covered by the legislation.

THE CHAIRMAN (MR. I. W. MANNING): I still cannot permit the honourable member to make a second reading speech on the clause.

MR. GRAHAM: I am not doing that. I am seeking to point out that Parliament has said that if the Minister wants to do something he shall confer with a certain body set up under the Act. But when it comes to Parliament deciding to do something, there is no requirement for the Minister to do that. We, as a Parliament, are supreme, and therefore I do not think there is anything wrong in what we are doing; except that as a matter of courtesy the Minister should have conferred with the organisation.

The proposal is to allow, in certain circumstances, people to acquire replacements or essential parts for the motor vehicles. The Minister has indicated certain discussions that I had with him. Under the legislation at present, parts can, outside ordinary trading hours, be sold beyond a 20-mile radius of the G.P.O., Perth, subject to certain conditions; namely, that the shop is open for that purpose only; that the shop is closed immediately after the sale is made; that the door of the shop is kept locked except for the admission and exit of the person making the purchase.

The amendment I propose to submit will ensure that these requirements, which apply everywhere in the State except inside the 20-mile circle I have mentioned, shall also apply inside that radius of 20 miles. Accordingly I move an amendment—

Page 2, line 31—Insert after the word "permit" the passage "including the requirements of subparagraphs

(iii), (iv) and (v) of paragraph (c)". This will mean there will be some consistency. I am certain that what has occurred is merely due to an oversight on the part of the Minister or his draftsman. This is to conform with the legislation already on the Statute book.

Mr. WILD: I am quite prepared to agree to the amendment; but in view of the time factor, and the difficulty of getting the Bill printed, with the amendment, if the honourable member will agree to withdraw it I shall have it included when the Bill gets to another place. I am informed by the Clerk of the House that if the amendment is made here there would be the time factor difficulty.

Mr. GRAHAM: The Minister has given an assurance that this amendment will be embodied in the Bill in the Legislative Council, and it is just because of the difficulties of printing that he does not want the amendment made here.

Mr. Wild: Yes.

Mr. GRAHAM: Under those circumstances I ask leave to withdraw my amendment.

Amendment, by leave, withdrawn.

Clause put and passed.

Title put and passed.

#### *Report*

Bill reported, without amendment, and the report adopted.

#### *Third Reading*

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

### **INDUSTRIAL LANDS (KWINANA) AGREEMENT BILL**

#### *Second Reading*

Debate resumed, from the 24th November, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

MR. KELLY (Merredin-Yilgarn) [12.23 p.m.]: A combination of circumstances is responsible for the introduction of this Bill and behind it there is a degree of logic and opportunity. Both have played an important part in the presentation of the Bill to the House and making it possible to consider the terms that are before us. The merging of several powerful interests, that of C.S.M.L. and the BP organisation to form the CSBP & Farmers Ltd. have enabled the proposals in this measure to be brought within the realms of possibility.

This merger has done a lot to resolve what could have been a distant zoning problem; that problem, of course, would have been associated with the Mount Lyell works at North Fremantle, but it would

have been in the far distant future. Therefore no real urgency exists to bring the Bill down at this late stage of the session. The works at Rocky Bay have a security of tenure on their land until the year 2010, I think it is; and so, of course, there is no urgency to have a determination on these proposals.

We deplore the fact that this Bill, and a number of others—which, as various honourable members have intimated, are very important and could have a great bearing on the State in the years ahead—were relegated to the last seven or eight days of this 1964 session. In a period when members are being called to dance to the tune of long hours, some consideration should be given to the matter and we should not be asked to consider Bills of this character at short notice. Because of the long hours and the amount of legislation that has been introduced it is not possible, in many cases, to do much research, without considering any of the clauses in these measures which are so important. Because of the circumstances honourable members cannot always give of their best, and that is completely wrong.

I want to record my protest about the practice that seems to have been introduced into this Chamber in the last year or two of leaving the introduction of important measures until very near the end of the session which means, of course, that in many cases it could be regarded as a ruse on the part of the Ministers. Because of the late introduction of Bills it is not possible to do the research that should be done and, consequently, Ministers get away with something which they are not entitled to do on some occasions.

This Bill covers the anticipated operation of two industries; namely, one to produce ammonia and associated products, which will be manufactured by a company to be known as Kwinana Nitrogen Company Pty. Ltd., which will be jointly owned by BP and CSBP; and the secondary industry will produce nitrogenous fertilisers and related products on an adjoining area and this work will be undertaken by CSBP and Farmers Ltd.

Both of these factories will be very important to the State in conjunction with the chemico industry. This has been one of the objects of most Ministers who have occupied the position of Minister for Industrial Development. In past times previous Ministers have done their share in endeavouring to bring this sort of thing to fruition. The products manufactured will include superphosphate, triple superphosphate, and an admixture of phosphatic and nitrogenous fertilisers.

This will give us a complete cover for most of our fertiliser needs in conjunction with the fertiliser products which are already being manufactured in this State. I

think I read into the Bill that the construction of these plants is to begin in 1965 and the target date for completion is about three years later. By the time these plants are in operation, because of the increased usage of superphosphate in Western Australia, there will be a requirement for over 1,000,000 tons of superphosphate per annum to keep up with the needs of the rural industry. There is an ever-increasing market and usage for all nitrogenous-based fertilisers. Because of the findings of our scientists, and because of the experience that many farmers have had with the limited amount they have been able to apply to the land in recent times, we find there is an increased demand for this fertiliser. Indeed, there is a very solid line of thought that this type of fertiliser is a must if we are to considerably increase the productivity of the areas that are being opened up at the present time. So this complete range of fertilisers will be a distinct advantage to the rural industries in Western Australia, and the demand for such fertilisers must increase very greatly as time goes on.

I would hope that this new organisation—CSBP and Farmers Ltd.—will see fit to supply the manufactured product at a price range that will bestow some advantages on users of it. The advantages should at least be commensurate with the concessions extended to the companies involved, because I feel they are being given a tremendous concession, and a great deal of scope at very little actual cost, particularly when we consider the establishment costs of any industry one might like to name.

Industries that have to establish completely off their own bat are called upon to find huge sums of capital; and they have to battle along as best they can, in most cases anyway, until such time as they are able to show a profit. I am, of course, referring to locally constituted industries.

The industries that are the subject of Bills being introduced into this House are, of course, being given a buggy-ride, particularly when we realise the obligations placed on them, and then consider the extreme obligations that are placed upon the government of the State. In relation to the price of the product that these people are to manufacture, and the expression I gave to my feelings in this matter, I notice that clause 25 does, to some extent, deal with the price situation.

Once again I feel that this clause is what could be termed an open cheque in so far as the manufacturing company is concerned. The clause speaks of products being sold at prices to provide for reasonable depreciation and return on capital investment. Here again we find the word "reasonable" cropping up. I do not think it is a very satisfactory word to use in any legislation. It is a most uncertain

term, and it does not possess the quality of the verbiage of the normal legislation that comes before this House.

Mr. Ross Hutchinson: It seems reasonable.

Mr. KELLY: If that were meant to be a pun it is a very poor one indeed. But quite seriously, I think the word "reasonable" is far too vague; it is too elastic; and, in any case, in a Bill of this kind it offers no check whatever when it comes to a question of costing the products to be manufactured.

I do hope we can look forward to some sane thinking in the matter of price, because it is most important, particularly when it is related to the expansion that we are hoping will continue in the rural industry. It is vitally important, particularly to those people who are starting out in industry with limited capital. In most cases they are battling very hard, and when it comes to advancement the price of fertilisers becomes of paramount importance.

In dealing with land requirements, the Bill claims that to achieve a suitable re-siting of the company interests and a combination of the industries involved, it is necessary to rearrange the allocation of some of the industrial land held in the Kwinana area for just such purposes. I listened very carefully to the Minister's explanation. I viewed and perused the plan, and I have endeavoured to place my own construction on the remarks in connection with that aspect.

It does appear that, generally speaking, the whole area now looks a little less disjointed than it did in the past. I feel it is an advantage that these related industries should be brought close together. A reshuffle of the land has made that possible. The Minister has told us that the State will gain about 40 acres of ocean front, and in a second parcel it will gain in the vicinity of 60 acres which will be returned to the Crown by the BP organisation.

With the advantage we will gain from those two areas, less the amount that it has been necessary to reallocate to the company, the benefit to the State would be somewhere in the vicinity of 100 acres. There is provision in the Bill for the reclamation of several small areas that apparently have been overlooked in the past, and which have now become part of the main area. I think that, too, will improve the general picture.

Once again, however, it would seem that the Government has run into compensation difficulties. Land-owners are just not prepared to accept land valuations. This pattern has developed and been quite obvious over recent years. On this particular transaction I understand the Government has carried out negotiations for

some time with 21 landholders, and only nine of them have agreed to the Government's conditions.

So this instance, and the many others that have been brought to light, in the last couple of years particularly, lead one to be of the opinion that either the Government's method of assessing the value of properties is wrong, or that the people as a whole are not over-enthusiastic about the prices they are being paid. After noting some of the cases that have been drawn to my attention it would appear that at all times the Government seeks to drive a very hard and keen bargain, and if it is at all possible to slip under the guard of any one of these landholders the Government will do just that.

I have had an instance in the last six months or so where the Government offered a particular person £1,000 for the property which it wished to acquire. It took a number of intercessions on behalf of the person concerned, and I spent a lot of time in getting the case to the point where instead of being paid £1,000 the person in question finally received £1,950 for his property.

I think it is a wrong policy if a government, irrespective of whether it is this one or any other, is going to endeavour to drive hard bargains with people who, in some cases, are not very well equipped to defend themselves when it comes to bargaining of this kind. Officers are sent out and naturally if they can get something for four figures that should run into double that amount, they have achieved something from their own point of view. It is a feather in their cap; they come back and boast about it.

I think that is the wrong attitude; and until we alter that system I do not think the Government will ever be free of the unpleasantness that has occurred on a number of occasions. Even on this occasion it looks as though probably 70 per cent. of this 12 still standing out will be resumptions of some kind. I do not think there is any need for that state of affairs to apply.

The officers, whoever they are, that are sent out on these jobs are so zealous that they can create the wrong impression. Therefore this is one branch that should receive the careful scrutiny and attention of the Minister in control.

The Government has once again been very generous with the State's assets, particularly in the period of time that is going to be granted, among many other concessions, to this organisation. I think the term of the lease is for something like 50 years, with the right of renewal or extension for a further 20 years if certain conditions are complied with. I noticed when the Minister was speaking on a particular matter last evening—it might have been earlier today—that he ridiculed the fact that the Government has given

away quite a lot of the State's assets on many occasions; and the time mentioned was 50 years. He said that that is a mere thought in people's minds; 50 years will go by without any great inconvenience to anybody and the end of that period will be here before we know it. Of course, there will not be many of us here at that particular time.

It appears to me that once again we have turned handspins backward to make it easy for these people to come into a very lucrative business in this State. I think it is transactions of this calibre that highlight the very high price we are paying for the industry interest that is being shown. I do not believe we should seek expansion on the cheap. I have no thoughts in that regard. I know we have to be fairly broadminded in making decisions that will induce new industries to this country, and I feel that sometimes it is necessary for us to hand out an olive branch here and a pat on the back somewhere else if we are going to achieve what we set out to do.

However, in doing both, and in conjunction with the generous treatment the Minister has given on so many occasions, it is not hard to understand that one or two are very keen to come here, even though the terms and conditions are somewhat mavourneen and there is sometimes an "if" and a "but" dependent on certain circumstances fitting into the jigsaw puzzle, to such an extent that some of these things appear to be a long way off from fruition.

I am criticising the extreme generosity extended on many occasions because I think posterity are entitled to expect that something will be left over for them as they become of age and as they are entering into the field in the Western Australian set-up.

There is another matter in regard to which I think the Minister should give a better explanation than he did in his second reading speech. I am referring to the determination of the building of the Cockburn Sound wharf. From the Minister's comments when introducing this Bill it does appear that the decision is still obscure and that no advised determination has been made. I cannot for one moment think the Minister has not firmly fixed in his mind the class of determination that will be the outcome of the negotiations in this regard. I cannot think for a minute that there is any doubt at all that he is endeavouring to some extent to bring about a certain set of circumstances in order that this matter will be resolved in the way he feels will be most advantageous to CSBP and the associated company.

The Minister in his introductory speech said that the Fremantle Harbour Trust had been given an opportunity to the 31st January, 1965. This is a distinctly reverse note to that which usually accompanies the different matters the Minister has

dealt with here. He gives one of the government departments a matter of two months to make up its mind as to what it is going to do, and yet when he is dealing with some of the iron ore companies and his Japanese friends and others, it is nothing to allow them five, 10, or 15 years to make up their minds whether they are going to exercise their options and say whether they will be interested on any other basis than an exploratory one. But here we find a government department is given only two months in which to make up its mind; and the Minister has not been very encouraging in his treatment of the Fremantle Harbour Trust. The Minister when introducing the Bill had this to say—

The Fremantle Harbour Trust has been given an opportunity to the 31st January, 1965, to elect to build the wharf which will be required to service this new industry.

The Minister went on—

I should mention that the trust has been consulted about the wharf charge conditions which are in this agreement. There are doubts as to the trust's ability to raise the necessary finance or the economics of such a wharf . . .

This is passing strange, because the Minister knows very well that with the very lenient treatment that has been meted out to these companies in the matter of various charges in comparison with what would be due in normal circumstances for wharfage, license fees, and so on, he has squeezed every bit of juice out of the gooseberry in so far as the harbour trust is concerned. Every concession possible has been given to these companies that will use the wharf in question; and it is so unattractive to the harbour authority to place the wharf in this position that the Minister does not feel the harbour trust will be sufficiently interested. Therefore he gives it a miserable two months in which to make up its mind. This is beyond me.

Mr. Court: They are thoroughly happy about it.

Mr. KELLY: They would not be thoroughly happy if they were going to get the normal dues.

Mr. Court: But they are going to get the inner harbour dues. They have been considering this since before the arrangement was completed.

Mr. KELLY: I think it is a narrow outlook if, in connection with the outer harbour development, this commencement wharf is not an interesting proposition to an authority which will eventually have the building of many other wharves throughout the Cockburn Sound area. I think it must have been weaned off, to have come to the point of deciding that

this area is not attractive; because it must become attractive as the years go by.

Mr. Court: It is not being influenced at all. It has the right to make up its mind.

Mr. KELLY: The wording which the Minister used when introducing the Bill does not give it much encouragement so far as the future is concerned. We are not entitled to extend to any one company conditions which must eventually be embodied in an overall picture. It will be necessary for me to have a very clear-cut explanation before I am convinced that this company is not getting all this—the rental, the license fees, and the wharfage charges—at bargain prices.

Nothing will convince me that the harbour trust would want to relegate its authority to any one individual. It has never done it in the past, and I cannot see the trust agreeing to do so without some duress. The Bill proposes to close 1½ miles of the Rockingham Road.

*Sitting suspended from 12.55 to 2.15 p.m.*

Mr. KELLY: Before lunch I asked the Minister whether the people who were objecting to the resumptions or to selling their properties, were those who are in Rockingham Road. I understand there are about a dozen people who are dissatisfied with the conditions being offered to them in conjunction with the closing of the Rockingham Road. I believe that Pioneer Road will form the main diversion; and I think this is a good idea because at present we are faced with rather a roundabout tour to get from Rockingham Road around the settlement in the area that is being redistributed; and all in all I think the road has been regarded as fairly unsatisfactory.

I imagine the Minister would say he has nothing to do with this particular matter, but we have the provision that four roads join together at a small narrow area where there is plenty of open country round about; and where, more or less, the roads form one lane thus creating a bottleneck. I wish the Minister could shake up whoever is responsible, because this road is in constant use. A junction occurs where one road goes to Medina, one to Rockingham, one in a westerly direction, and one to Perth. There is a bottleneck in a narrow space, and it is a danger spot at any time. I do not know the accident factor there, but I would think it would be fairly high.

Mr. Court: That is the point where you turn left to Medina and right to Rockingham?

Mr. KELLY: That is so. A matter that gives me food for thought is the discharge into Cockburn Sound. Three hundred and fifty tons of gypsum are to be deposited daily into the ocean. It seems to me that could well cause a problem in the very

near future. I am wondering if much investigation has been made into the economic value of the gypsum that will be deposited into the ocean. There will be an annual total in the vicinity 127,700 tons of gypsum that will go into the ocean if 350 tons are deposited each day.

A lot of money is paid to have gypsum recovered in parts of my electorate. As a matter of fact the main supplies come from the Merredin-Yilgarn area. I am wondering why it is necessary to deposit 350 tons of this material in the ocean each day when gypsum at present is being carried from various parts of Yilgarn to the metropolitan area to make plaster sheets and other plaster products. It does seem there will be an economic waste if we do that; and I was wondering whether the Minister, when he replies, would tell us what the position is, because there are many other products made from gypsum besides plaster sheets, and quite a quantity of gypsum is used annually in the building trade.

I am also wondering whether this discharge of gypsum into the ocean, irrespective of whether the ocean is of a depth of 20 fathoms, or some other depth, will have an effect on the fish population wherever the gypsum is deposited; because it is something that will be a disturbance to the fishing ground, no matter in what area it goes. It could not only at any time cause a migration of any resident population of fish in a particular area, but it could also be a source of continual and almost complete loss in respect of fishing.

It has been said—I think the Minister claimed this—that this material is soluble in salt water. That seems remarkable to me, because gypsum is obtained in areas associated with salt and salt water. So why it should be soluble, just because these companies have passed it through their processing plants and finally deposited it into the ocean, I am at a loss to understand. I know where the present deposits are; I have been there many times.

There is a large amount of salt water connected with most of the gypsum deposits that we have. Some, of course, are entirely divorced from salt water, but there is a great deal of salt water in association with the gypsum that comes from the various parts of the State. If gypsum is not soluble it could cause a lot of inconvenience. The Government is protected because it will be the responsibility of the company to dredge whenever dredging is declared necessary. It might not be a government responsibility; but nevertheless, it is something that could cause a lot of difficulty if dredging has to be undertaken.

Another factor I would like to mention, and about which I would like the Minister's assurance, also concerns the gypsum

that is to be put into the ocean. I would like to know whether there will be an acid content in the gypsum. Will the gypsum have any effect on our beaches as a result of the tides and storms? Will this material be deposited on to our ocean beaches? If so, it will be very unsatisfactory.

It could be that all of these problems have been faced, and maybe my fears are groundless. However, I would like some assurance in this regard. Apart from that I have nothing further to say on the Bill. It could have a far-reaching effect in so far as the State generally is concerned, and I support the second reading.

**MR. JAMIESON (Beeloo) [2.24 p.m.]**  
In view of the assurances that have been given in regard to effluent at other plants and the resultant happenings at those plants, I would like to be assured, along with the honourable member for Merredin-Yilgarn, that everything will be done to prevent the disposal of effluent where it can be a nuisance. Indeed, I am wondering whether something could be done to use the effluent in this particular case for some definite purpose if it has such a high gypsum content, as would appear from the Minister's statements.

Despite the Minister's assurances that a chemical examination of the gypsum effluent has taken place, there will be a great deal of precipitation and the bottom of the sound will eventually become coated with this material which will set somewhat in the form of plaster. If that occurs the sound will need constant dredging, not only in the channels but also in other places too.

There has been the unfortunate experience at Bunbury with the Laporte company where, despite assurances given in this House, we find that the effluent disposal is causing concern to the local people. Reports from Tasmania show that after some years the position there has become almost impossible. But nothing has been done by those concerned and the nearby beaches have been ruined and are getting worse all the time. That report has come from a State which has had practical experience of the effects of effluent.

We have had experience with air pollution at Alcoa. In recent days in the Press, as honourable members will no doubt be aware, letters have been published from people who say that they intend to leave the district because of the fine dust that is being blown over nearby houses all the time. It is true we must have industrial areas, but it is also true that we should not exempt these big companies from having a greater responsibility in maintaining the air in a pure state, and also in disposing of their



effluent in a satisfactory manner so that it will not affect the people who use any portion of that industrial centre for other purposes.

I do not think there is any stretch of ocean beach in Australia which could compare with the strip from Kwinana to Rockingham, so far as the purity and cleanliness of the water and the calmness and safety for bathing at all times of the year are concerned. It is a State asset; and whether one asset should be played against the other to decide their relative importance is something I would not like to say. But if we plan these things carefully—and probably we have not been careful enough with our planning up to date as is obvious from what has occurred with other industries in the past—we should be able to obviate a good deal of the nuisance that is caused.

Not so much of late, but up to a short time ago, and over a number of years, we had instances of oil pollution of our beaches from Coogee down as far as and including Rockingham. As we are building up a highly industrialised centre at Kwinana, and other industries will come in, unless we take additional precautions to see that they do not create a nuisance—not in the next 50 years—which will hurry by, but in the next 10 years, which will dawdle by—we will have numerous complaints to sort out.

There are two other matters I would like to deal with in connection this Bill. It would appear from a reference to the plans the Minister has laid on the Table that the new piece of land, which in effect squares up the present BP site, is in excess of that area which the company is surrendering. I do not know whether the Minister dealt with this aspect in his speech in introducing the Bill, but I would like him to make clear what is the difference in the size of the two areas of land.

I am inclined to believe the company is getting a little bit more land than it had before; and that, of course, is outside of the territory that will be used for the other company, the CSBP which, of course, has a separate treaty with the Government. If that is so, I am not altogether in favour of it. The company now has a vast area of land. It already has the biggest, or almost the biggest refinery in the Southern Hemisphere, and it appears that it will be a long while before it will need to double or treble the size of the refinery. It would also have to decide whether or not it would be more economical, instead of increasing the size of the refinery at Kwinana, to establish another refinery at Albany or some other place. In the ultimate, that would have to be examined, because it might not always be advisable to concentrate such industries in one spot once they get beyond a certain size.

I now desire to add a little more to the question raised by the honourable member for Merredin-Yilgarn; namely, the traffic problems that will be created by this project. The Minister did say that Pioneer Road would be altered and realigned and become the principal by-road to Rockingham. My concern is that even now there is considerable congestion on that road every weekend, and the more complex the road system becomes the greater will be the traffic hazards in that area. I would think that before this plan is put into operation next year the Main Roads Department should be prevailed upon to construct a direct road near Medina, or a limited-access road on the outskirts which would enter the main road at the southern part of this area so that we would have two lanes of traffic instead of having all the traffic proceeding along one and then feeding back on to two, as is proposed on this occasion.

If a means of diverting the traffic were provided, at least the traffic travelling towards Perth from Mandurah would take the other road in order to keep off the main Rockingham Road. Anyone who has used that road knows full well that vehicles are often held up for hours because of the congestion, especially in the weekend; and, in particular, on Sunday. Therefore it would be a bad scheme to cause any further congestion by bringing on to the Mandurah Road the traffic that normally traverses the old road to Rockingham. A move must be made before this road is closed to ensure that the traffic is correctly channelled in other directions. Whilst not part of the Bill, it is a necessary corollary to the movements that are taking place in the area to provide for greater industrialisation.

That is all the comment I wish to make on the Bill, but I am sure the Minister would want to do something at this juncture to ensure that the pollution problem is completely covered, instead of afterwards, when visiting Rockingham, saying "We would not have anticipated that happening. We thought the material would be soluble in water." I do not think that will be quite the position, but it could be.

Unless we provide some means to dispose of this effluent we will be in trouble. If the gypsum supply is there, and it is of good quality, there may be some chemical problem that has to be solved; I do not know. As a result of the association between the Cuming-Smith group and B.H.P. the raw material is to be brought in for the production of nitrogenous fertilisers, but how they get the by-products which they will dispose of in the form of gypsum in the water is not within my knowledge. However, if it is to be there surely we should make use of it, even if we have to stockpile it in a valley. It may have some

secondary use at a later stage, and it would be better to stockpile it rather than pump it into the ocean.

I support the Bill with the reservations I have made in regard to traffic and the effluent, and I would like to hear the Minister's comments regarding the difference between the area of the two sites which will be the subject of the negotiation with BP, before any alteration is made in the agreement.

**MR. COURT** (Nedlands—Minister for Industrial Development) [2.35 p.m.]: I thank the two honourable members who have spoken for their contribution to the debate and their support of the Bill. I will deal with the comments made by the honourable member for Merredin-Yilgarn first, and as quickly as I can. His first query was on the question of timing. I suggest that the urgency in having the agreement ratified this session is not in respect of the old site, but the new site, because the companies have to undertake preparations at a fairly early date so that they can commence construction next year.

It has been assessed that the year when we will really need this plant to meet our local fertiliser needs will be 1967-68, and therefore we have to adhere to the timetable so that we have an economical output which can be absorbed. On the question of price, one of the objects of having this industry established here is to ensure that we have a local source of supply at a reasonable price, but what is equally important is that we are assured of continuity of supplies.

It is interesting to note that even since we negotiated this agreement the world scene in relation to nitrogenous fertilisers has changed rather dramatically. The communistic countries have realised that their agricultural production has been lagging behind, mainly because they have not been able to compete with the western countries in the supply of fertilisers—particularly in the supply of nitrogen—with the result Russia and Red China have both entered the world market to acquire not only temporary supplies of nitrogen and other fertilisers but also the plants to produce nitrogen. I know that Russia has ordered something like 40 plants for the production of fertilisers from countries in the western world such as England, France and others. When I was in England I learned that in Europe they ship in special tankers an estimated 2,000,000 tons a year of aqueous ammonia or the like for nitrogenous fertilisers from Europe to Red China every year.

Naturally, in time, these countries will catch up and produce their supplies of fertilisers from their own plants but in the meantime they have created an increased demand which has taken up the slack brought about by the previous over-production of nitrogen. This makes it all the more important that

we should have our own source of supply not only for the south of the State but also, if necessary, for tropical agriculture in the north where the use of a great deal of nitrogen is necessary for production.

The honourable member for Merredin-Yilgarn also referred to the use of the word "reasonable". The legal people have advised that if we use the word "reasonable" it can be submitted to arbitration if there is any dispute on what "reasonableness" means. Therefore, it is valuable to the Government of the day to have the word "reasonable" included in the event of there being any dispute on those points. I know it seems to be a little vague on some occasions, but it is a term that is used in legal drafting. When I made inquiries about its use, the explanation given to me was that on this and previous occasions, if there is any dispute on what is meant by "reasonable", it lends itself to arbitration.

On the question of land acquisition, I assure the honourable member—and would emphasise that these are not very well-developed properties; in the main they are small houses on large blocks—that in dealing with a project such as this, one has to arrive at what may be regarded as a generous current value. To overcome the problems to which the honourable member rightly referred, we decided, instead of using the normal government system of valuation which possibly should be the approach a government should use in respect of a public work, to make use of the advice and the services of the local agents who, in most cases, were acting for these people in one way or another.

In nine cases we were able to make a settlement, I think on a fairly generous basis, and all the owners seemed to be fairly satisfied; but of the remaining 12, some adopted the attitude that they would not negotiate. They would not even talk until we had some statutory authority. I counselled them to drop that attitude and to negotiate on the basis of what would be a fairly generous settlement on a private basis rather than negotiate when there was statutory power.

However, instructions have been given to the officers concerned to continue to use the original methods, in an effort to arrive at something which is regarded as generous by normal resumption standards, and not to use the normal resumption machinery unless absolutely necessary. In cases like this it is entirely different from obtaining land for the purpose of building roads, railways, dams, power stations, or something of that nature.

The honourable member referred to the terms in respect of the wharf, and said that he thought we were being rather generous. I would invite his attention to the economics of this matter. I do not want to give the impression that there has been any pressure on the Fremantle

Harbour Trust not to build a wharf, but the trust has other commitments both in respect of the outer and inner harbour. I know that the trust and we would like to see the installation of its first wharf in the outer harbour, if it is to get its foot in the door—to use an expression. That was the reason why talks went on with the Fremantle Harbour Trust before the agreement was signed as to how this could be achieved.

The company agreed that if the Fremantle Harbour Trust were prepared to supply the wharf, and undertake to dredge the swinging basin and associated things, plus maintenance, it would be prepared to pay inner harbour rates. These rates will vary normally, up and down as the case may be; and the only rate about which there was any argument was that connected with bulk cargoes such as phosphatic rock which passes over the wharf. In Fremantle Harbour the charge for phosphatic rock is 2s. 9d. a ton. The company has agreed to pay that rate for the next 20 years, and after that time whatever is the official Fremantle Harbour Trust rate, but it will not ask for any variation downwards if the general cargo rate for the inner harbour is reduced.

There is likely to be a review of the Fremantle Harbour Trust rates over the next few years, because of changing circumstances. The company has agreed, even if that rate went up, to pay the 2s. 9d. per ton with a pro rata increase, but if the rate came down the rate to be paid by the company would not come down.

This particular wharf, if built by the Fremantle Harbour Trust will attract the same rates as one in the inner harbour, although the administration of an outer harbour wharf is not as expensive as an inner harbour wharf, because of a number of reasons. However, if we work out the amortisation of £800,000 over a period of 70 years, and allow for the interest on it, we will find that a lot of revenue is required to be paid for a single wharf to justify its construction economically, even allowing for a very big build-up in the tonnages over the next 70 years.

Mr. Kelly: This is only the beginning.

Mr. COURT: Even if we make a generous allowance for the increase in tonnage over the period of 70 years, we cannot show that a profit will be made by the Fremantle Harbour Trust; as compared with allowing the company to provide the £800,000, to carry out the dredging, maintenance, and operation of the wharf, and requiring the company to pay the charges as set out in the alternative clause; namely, 1s. 4½d. for bulk tonnages up to 100,000 tons, and graduating down to 8½d. for tonnages over 500,000 tons. On top of that the company will also pay some other charges linked by percentage to the inner harbour charges.

Mr. Kelly: Will the company be subject to all the harbour trust rates?

Mr. COURT: Yes. I should also make this point. The company will have to pay some other charges, regardless of whether the Fremantle Harbour Trust or the company built the wharf. For instance, the company will pay the tonnage dues at the standard rate. That is a due based on the hull of the ship, regardless of whether it is full or empty. The due is based on so much per ton measured by a maritime formula which is applicable throughout most of the world. The company will pay that charge in addition to anything else, whether the wharf is built by the trust or by the company.

All other charges for the use of such things as tugs and lighters, which the Fremantle Harbour Trust supplies if called on by the company, are to be paid for at the prescribed rates. There would still be a lot of revenue going to the Fremantle Harbour Trust, even if the company built the wharf. If honourable members were to make a few calculations, and allow 5 per cent. for interest, and amortise the cost over 70 years, they would find that a very large tonnage will have to pass over the wharf to make it a payable proposition. After that period the wharf reverts to the State without charge.

Mr. Kelly: Provided it is maintained.

Mr. COURT: It is provided in the agreement that the company shall keep the wharf up to standard. The point raised by the honourable member for Beeloo about the treatment of Rockingham and Medina roads is well taken. If I might deal with that point at this stage, I shall take it up with the Minister for works and the Commissioner of Main roads, because I can see merit in the argument put forward. When the Pioneer Road link is being built, that is the time to consider whether it should be linked to the Freeway system.

A controlled access highway system has been planned for the road from Perth to this area. The basis was laid down at the time when the Deputy Leader of the Opposition was Minister for works as a continuation of the Kwinana Freeway; hence the name given to the Kwinana Freeway. These things can not be done overnight. When the connection to Pioneer Road is constructed, if it can be linked so much the better.

On the question of gypsum, while 350 tons per day has been mentioned, it should be noted that this is the ultimate maximum. It will not be anything like that in the few years ahead.

I am not a chemist or a scientist. In these matters we can only act on the information and advice we receive from the government chemists and the company chemists. This matter has been discussed

by them, and they are of the opinion this gypsum waste is soluble in sea water. We raised the query as to why the gypsum could not be used economically. I understand some will be used, but at this point of time it is beyond the capacity of our economy to absorb it. The company assured me that it would not dispose of anything into the sea if it could be put to use profitably. I have been assured that it will not affect the fish.

On the question of the beaches the same remark applies. I have been given to understand by the company that when the effluent is discharged at eight fathoms or more a white circle appears around the point of discharge for some 30 to 50 feet, but it quickly dissolves and disappears. We should bear in mind that this effluent is discharged steadily for 24 hours of the day, and not in bursts.

I invite the attention of honourable members to the dredging requirements, which are provided for in clause 27 (3) of the agreement. It states—

(3) (a) CSBP will be responsible for and carry out all dredging of Cockburn Sound that becomes necessary to remedy any shallowing or other alteration of the sea bed caused by the discharge of gypsum into the said Sound.

Mr. Kelly: The normal reaction when effluent is discharged in eight fathoms of water, which is nearly 50 feet deep, is for the residue to disappear within moments, because it subsides to the bottom.

Mr. COURT: The experts say it will be dissolved. I am not a chemist, and I can only go on the information that I have been given. I am now referring to the advice which I have received from our own chemists, and not the chemists employed by the company. On the question of dredging, if there is any change at the bottom of Cockburn Sound sea bed—not only in the area of discharge—it is provided that the commissioners may request the company to dredge and remove the gypsum that has been discharged.

The honourable member for Beeloo wanted me to comment on the point affecting traffic, as well as on the question of the exchange of land. I have dealt with traffic. On the plan which has been tabled, areas marked A, B, and D, are shown.

Area A is the one BP is surrendering and is 100 acres 3 roods approximately. Area B is the area BP will acquire and consists of 115 acres 1 rood 18 perches. I would point out to the honourable member that the area being surrendered is a much more valuable area from our point of view being on the waterfront, than the other area which is in depth and is of much less value. We tried to have some regard for squaring up the block rather than leave it a peculiar shape.

The important thing was to get access to this 100 acres of waterfront land. On top of this we have taken over 75 acres of very valuable land at a nominal price of £10 an acre, and the combination of the two makes it a very attractive deal from the Government's point of view, particularly as we were anxious to get the 75 acres originally alienated outside the refinery site back to the Government.

Mr. Jamieson: What are you going to use that land for?

Mr. COURT: The agreement provides for it to be dealt with under the Industrial Development (Resumption of Land) Act which is a special Act dealing with this type of land.

Mr. Jamieson: It is getting very close to Rockingham townsite.

Mr. COURT: It is still in the industrial zone. I forget the exact street where the industrial zone ends, but it is in that general area where the industrial area exists, and it has been known as such for a long time. We would not intrude the industrial land into the residential zone.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

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

*Third Reading*

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

#### **BILLS (4): RETURNED**

1. Superannuation and Family Benefits Act Amendment Bill (No. 2).
2. Industrial Lands (Maddington) Agreement Bill.
3. Road Closure Bill.
4. Reserves Bill.

Bills returned from the Council without amendment.

#### **LEGAL PRACTITIONERS ACT AMENDMENT BILL**

*Second Reading*

MR. COURT (Nedlands—Minister for Industrial Development) [2.56]: I move—

That the Bill be now read a second time.

This is one of several Bills introduced by the Minister for Justice in another place. It contains two amendments to the Legal Practitioners Act. The first of these deals with the recruiting of articulated clerks in the Crown Solicitor's Office.

Under section 10 of the Act, a clerk who has completed his articles in the Crown Solicitor's Office and been admitted as a legal practitioner may not practise

on his own behalf unless he has undertaken and completed 12 months' experience in the office of a practitioner in private practice. The purpose of the amendment, which is contained in clause 2 of the Bill, will permit such a person to go into private practice at any time after a period of five years following the date of his admission as a practitioner without being obliged to work with a practitioner in private practice.

The existing provisions present an obstacle to the State at present in its recruitment of sufficient clerks of the required standard because a graduate articulated to a private practitioner is entitled on admission to the bar to practise forthwith on his own behalf. Consequently, unless one is intending to make a permanent career in the Public Service, he is loth to apply for vacancies in the Crown Solicitor's Office in the knowledge that, unless at some future date after admission as a practitioner he obtains employment in private practice, he will never be allowed to practise on his own behalf. Though the State offers more generous remuneration, the fact that there is never a waiting list of more than one graduate, indicates the extent of existing recruiting difficulties.

It is considered that by limiting the operation of the proviso requiring 12 months' experience in a private practitioner's office to a period of five years following admission as a legal practitioner, beneficial recruiting results will be achieved and the State may expect to receive more applications than the number of vacancies offering and this should be of assistance in maintaining the high standard of the Crown Law Department.

The second amendment will vest in the Barristers Board a discretion by resolution to waive the application of the last proviso to paragraph (d) of subsection (1) of section 15. In order to meet certain special circumstances, the board will thus be able to permit a person to enter upon a term of articles before taking the degree in law and grant a certificate upon his serving the required period of two years under articles and taking the degree at any time during that period.

By way of explanation it should be mentioned that prior to 1958, it was required under section 15 of the Act that persons "take out" the degree of law of the University before entering into articles. As students qualified at the end of the calendar year, it was necessary for the University to make special arrangements for them to take out their degrees before the graduation ceremony which is held in the following April-May period to avoid delaying their admission into articles.

Parliament in 1958 amended paragraph (d) of the section so enabling an eligible person to enter upon articles before

actually taking a degree, but adding the final proviso mentioned and to the effect that "where the person shall not take the degree within six months of entering upon his term of articles, he shall be required as a condition of admission to serve a full term of two years under articles after taking the degree." The intention was to discourage any major delay in completion of training as a legal practitioner after the passing of the final examinations in law; it enabled graduands to take out their degrees at the normal graduation ceremony.

But then last year there were two graduation ceremonies. One was in April, and a second in November was conducted in conjunction with the jubilee celebrations of the University. Two honours graduands in law, who had completed their examinations at the top of their class at the end of 1962 and had then entered upon articles, agreed to have their degrees conferred at the November graduation ceremony and, in fact, then "took out" their degrees. It had not been appreciated that this delay brought them within the scope of the proviso and, as a consequence, they will both have to serve the full term of two years under articles following their taking of the degree in November, 1963, in addition to the period already served—in one case eight months and in the other 11.

The Registrar of the University has let it be known that because of increasing numbers of graduands, it may well be necessary to hold two graduation ceremonies in the one year. It is likely, therefore, that other law graduands will be faced with similar disabilities to those already mentioned. It will be seen on reference to clause 3 in the Bill that in order to remove these disabilities, the Barristers Board will be granted certain discretionary powers, and they have been made retrospective to the 1st December, 1962 in order that the misunderstanding will not be to the detriment of the two jubilee graduands. I commend the Bill to honourable members and it has already been passed in another place.

**MR. EVANS (Kalgoorlie)** [3.2 p.m.]: I briefly would like to indicate that I have studied the provisions of the Bill which was introduced in another place. In respect of the first amendment in the Bill, which is to amend section 10 of the Act, the position as outlined by the Minister is readily understood, and it is hoped that the amendment will remedy the circumstances that exist.

As regards clause 3, I would like to point out that the two graduands, who were what perhaps could be called the cream of their year, agreed, for the convenience of the University, to have the granting of their degrees delayed until the jubilee celebrations. In doing so, of course, they place themselves in an

invidious position if the present provision in the Act is allowed to continue. It is the purpose of clause 3 to rectify that by allowing the board to exercise a discretion and vest in it a similar discretion if an occasion such as has been mentioned should ever arise in the future. I support the second reading.

**Question put and passed.**

**Bill read a second time.**

*In Committee, etc.*

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

*Third Reading*

**Bill read a third time, on motion by Mr. Court (Minister for Industrial Development), and passed.**

## LAND AGENTS ACT AMENDMENT BILL

*Second Reading*

**MR. COURT** (Nedlands—Minister for Industrial Development) [3.6 p.m.]: I move—

That the Bill be now read a second time.

The primary object of this Bill is the control of land agents through a licensing system with qualifications and experience as a basis for license applications by land agents, together with the registration of land salesmen.

It has been learned by experience that some persons who have been granted licenses should not in all existing circumstances have received them and, in mentioning this, it is not intended in any way to be critical of the magistrates of courts of petty session, whose duty it is to grant licenses to applicant land agents—in other words, licenses have been *bona fide* granted under the provisions of the existing law.

The present situation has arisen through weaknesses in the Act arising out of a lack of proper tests which, if they were in existence, would enable a presiding magistrate to reject an application for reason of lack of qualifications or doubtful suitability of the applicant. The provisions in this Bill attend to this aspect.

Some land agents' businesses may be conducted by "dummy" license holders and, in fact, there have been cases of recent note where following, or even in anticipation of, the compulsory cancellation of his current license, a land agent has caused one of his employees to apply for a license. Upon the employee becoming licensed, the delicensed licensee has continued to direct the affairs of the concern but with no outward sign of what has happened in respect of the revocation of his license.

Then there is the person who himself being ineligible to hold a license, has carried on a land agent's business with his wife as the nominal licensee.

There is no control under the existing provisions in the Act over these classes of "dummying," nor will the even tighter conditions that are now proposed to be attached to the granting of licenses resolve the problem. It is accordingly necessary to provide for the registration of land salesmen, and by this means "dummying" will be dealt with. The registration requirements will also be useful as ancillary provisions to those regulating the granting of licenses.

In detail then, the new conditions to be attached to the granting of a license will require of an applicant, apart from his being of good character, special qualifications as follows:—

- (1) To have passed an examination relating to carrying on and the conduct of the business of a land agent and his duties and liabilities as such, or
- (2) to have held a license anywhere in the Commonwealth within five years preceding his application, or
- (3) to have been an active member of a licensed firm for the two years prior to his application, or
- (4) where the application is made in the first year of the operation of the new Act to have been a land salesman for not less than three years, or
- (5) to have made application in his capacity as the executor etc. of a deceased land agent's estate.

In considering an application, the court will have regard to the fitness and the financial position of the applicant and of his partner, if any. An application on behalf of a company will demand consideration of the foregoing pertinent factors as regards the company directors and its principal executives.

The definition of land salesmen is extended to include the partners in a land agent firm other than that partner who, as nominee, holds the firm's license, and it also includes the directors of a land agent company. Land salesmen—with certain exceptions—will be required to register with the land agents supervisory committee every year. A fidelity bond for an amount of £500 will be furnished; and, subject to securing the bond, any person may apply for and be granted registration. However, after registration, a land salesman will come under the surveillance of the committee. This committee is provided with investigatory powers and authorised to cancel the registration of a defaulting salesman or may impose a fine of up to £10.

There is provision for appeal to a court of petty sessions against any decision of the committee. Such appeal will be heard by way of a rehearing and the court's decision is final. In the case of a person having his license as a land agent compulsorily cancelled or his registration as a land salesman twice cancelled, or if he has been convicted of offences against the Act on two occasions, the written permission of the committee must first be obtained before he acts as a director of a land agent company, or before he acts as the employer, employee, or partner of a licensee.

It is proposed the provisions relating to land salesmen will not operate for three months after the commencement of the Act, and be not applicable to the salesmen and directors of a pastoral company affected by section 11 of the Banking Act of the Commonwealth. The provisions will be inapplicable also in the case of a company where its business as a land agent is, in the opinion of the committee, a minor part of the company's normal business, and a declaration to that effect has been published in the *Government Gazette*.

The Bill extends the time after the commission of certain offences within which prosecution may be initiated in respect of them. This decision is brought about by reason of the nature of the offences which would not come to notice until after the six months' period otherwise allowed by the Justices Act had expired. In addition to these important matters, to which I have made particular reference, I should add that the Bill contains a number of purely formal amendments to the principal Act.

When introducing this Bill in another place, the Minister for Justice intimated that its introduction to Parliament had been undertaken in the interests of the general public—this bearing in mind that a person's investment in his home is frequently the largest investment he makes in his lifetime: adding that it was regrettable that on numerous occasions in the past we have had experience of agents failing in their duties and obligations to their clients either wilfully and in fraud of their clients or in ignorance.

The Minister would like me to make it clear, however, that the necessity for improvement in the Land Agents Act was not occasioned by the acts or defaults of the leaders in real estate—in fact, they support the principles in this Bill—but rather is it introduced in an effort to cure some of the ills which from time to time occur.

I think I should emphasise the points made regarding the fact that there are no cases of people who are regarded as the leaders in this particular profession being found guilty of malpractice. It is in another group; and after careful thought it was felt by the Government that this was

the only way we could quickly and effectively gain some measure of control—hence the licensing of land salesmen. It is also intended to keep this Act under review to see whether a major review of the whole of this type of legislation might be necessary. However, in the meantime, it is felt that these provisions will give worth-while protection to the general public.

Debate adjourned until a later stage of the sitting, on motion by Mr. Jamieson.

(Continued on page 3224)

## MINE WORKERS' RELIEF ACT AMENDMENT BILL

### Third Reading

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

## DOOR TO DOOR (SALES) BILL

### Council's Amendments

Amendments made by the Council further considered from the 25th November.

### In Committee

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. D. G. May in charge of the Bill.

The CHAIRMAN: Progress was reported after the honourable member for Canning had moved that the following amendment made by the Council be not agreed to:—

No. 1.

Clause 1, page 1, lines 7 and 8—Delete the passage "Door to Door (Sales)" and substitute the words "Purchasers' Protection (Door Sales)".

Mr. COURT: When this matter was last before the Committee I undertook to discuss it with the Minister for Justice. I explained to him the views of the Committee regarding the title and, like me, he cannot get excited about the name of the Bill. So if it is the wish of the Committee that the original title remain it is not worth making a fuss about. The legislation will still be the same. It is felt by the Government and its legal advisers, however, that the requested title, possibly with some modification—in view of the comments of the honourable member for Mt. Marshall—might have been more appropriate for the Bill in its revised form.

Mr. D. G. MAY: I thank the Minister for his comments. The only reason I brought this matter to the notice of the Committee was that the words, "Purchasers' Protection" are not analogous with the second amendment. Purchasers' protection gives an overall coverage, whereas the second amendment restricts an overall coverage. I am actually concerned about the next amendment. If the Minister feels the present heading

could be again brought forward if the second amendment were disagreed to we could possibly do something in another place. Shall I now move to withdraw my motion?

The CHAIRMAN (Mr. I. W. Manning): If the honourable member wishes to have the amendment remain he should vote against the motion.

Mr. COURT: I think the honourable member has already moved that we disagree with the Council's amendment, and we will agree to disagree.

Question put and passed; the Council's amendment not agreed to.

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

No. 2.

Clause 2, page 2, lines 23 to 25—Delete the interpretation "goods" and substitute the following:—

"goods" means any books or parts of a book, or engravings, lithography or pictures or any other like matter whether illustrated or not and includes any articles prescribed to be goods for the purposes of this Act;

Mr. D. G. MAY: I am very concerned about this amendment. I would like to point out so much publicity has been directed towards the door-to-door book salesmen that there has definitely been a decrease in this type of selling; and it is only because of this decrease causing an increase in the sale of other goods, that I insisted on the interpretation as contained in my Bill. In another place there was some mention of my provision inhibiting salesmen generally. I cannot see the reason for this contention, because I pointed out last night that I had been approached by salesmen in my area who were traversing the district from door to door with goods other than books and they were glad this measure was before the Chamber.

When I asked them why they held this view, I was told that when they go door-to-door knocking there is quite a lot of apprehension on the part of the housewife because of the publicity that has been presented in connection with door-to-door salesmen; and the salesmen to whom I spoke were of the opinion that householders would be happy if they could have a 7-day cooling-off period in which to think over the agreements. They feel that only the high-pressure salesmen will be affected and that my definition of "goods" will restrict their activities somewhat, thus making it possible for the genuine salesman to go around and peddle his wares without any restriction whatsoever. Once again I would point out that

legislation in this form has been in operation in Victoria for 12 months and it has had no adverse effect on genuine salesmen. The position is the reverse. They are pleased this provision is contained in that legislation. I move—

That amendment No. 2 made by the Council be not agreed to.

Mr. COURT: I made the position clear when this Bill was previously before us; and it has also been discussed at some length in another place. It is the feeling of the Government that the interpretation as introduced by the honourable member was far too wide and our provision gives the government of the day ample power to deal with any particular commodity that might become troublesome. It is more reasonable to deal with the matter this way. If the honourable member's definition remains it would put this type of trading into a straitjacket.

The original provision would interfere with the accepted forms of everyday trade. For instance, to carry it to an absurdity, unless a tradesman could prove he had received an unsolicited request for him to call on a house, he could be infringing the law—and this could be in respect of fruit and vegetables.

Mr. H. May: Is that the position in Victoria?

Mr. COURT: They have only had the legislation going for 12 months and may still run into trouble. It is the desire of the Government to have the legislation in a more flexible form.

Mr. H. May: How do you know they will run into trouble in Victoria?

Mr. COURT: We never know with legislation, but with the passage of time it could be found that the Victorian legislation had some flaws in it which caused practical difficulties that neither the honourable member nor the author of the Bill would want to continue.

Mr. H. May: It could be all right, too.

Mr. COURT: The legislation in the form proposed by the Government has more flexibility as it gives to the government of the day a simple expedient to deal with any situation that is not envisaged at this time.

Mr. D. G. MAY: I am not particularly concerned as to how and when the Government is going to find out which items should be included or excluded. I think mention was made in another place that the Minister might be prepared to accept my interpretation of "goods" if provision were made in clause 8 for the Governor to make regulations to exempt any type of goods. I think this should meet the wishes of the Government. The Minister in another place was very warm towards this



amendment and it would resolve the situation, allowing the principle of the Bill to remain, which is the main purpose of the Government and myself.

Mr. JAMIESON: I think the wider interpretation of "goods" is desirable. The main trouble seems to be in the new housing areas, where a housewife may be attracted to the idea of saving a bit of time, so she signs a contract with some firm for electrical appliances. I have received a number of these complaints, and I have had to spend considerable time with hire-purchase firms or finance firms to overcome provisions contained in agreements which have been signed on the spur of the moment. When the breadwinner is told about these purchases, he flares up, but he finds that nothing can be done, and that his wife is in the net for a particular mixmaster or polisher. He knows that he does not have the income to cover the purchase and there is then disagreement on the domestic side. Quite often every time he sees the polisher in question he gives it a kick.

This cooling-off period should be applied to all goods sold at the door. If a person undertakes to buy something in a shop, then there is no reason to interfere with that. But quite often smart-aleck salesmen come to the door with various lines. We heard about the company which had a business address in Parliament Place. The company's door was locked and inquiries had to be made at Redcliffe. I think that particular firm chickened-out and left frocks with various people who had contracted to buy them. It was the good fortune of these people that they were able to get out of their contract; but for everyone who gets out of such contracts, there are a lot of people who are saddled with goods, whether they be clothing or electrical items.

Unscrupulous salesmen obtain a signature which, they say, represents a guarantee in good faith that the person has taken receipt of the goods; and the salesmen then say that they will come back later. However, they do not come back. I might add that people even in our position do not always read the small print in agreements. Some agreements contain clauses which the ordinary housewife would not understand. I do not think that many people get caught when they purchase a car. Usually they purchase a car with their eyes open. But when people are caught with goods valued £40 or £50, it could place a burden on their families.

Salesmen try to outdo each other in making better offers. Some do not require a deposit, and others accept 10s. as a deposit. There is a good deal of temptation for people who think they can get more pleasure out of life by accepting certain goods, without thinking

of the problems connected with their domestic activities. In my view the interpretation of goods should remain in the Bill. It would give a boost to the morale of breadwinners in the knowledge that anything that is done behind their backs could, within a certain number of days, be undone if the provisions of this Bill were complied with.

Mr. DAVIES: We should disagree with the amendment which has been moved in another place. The Minister seemed to cast serious doubts on the effectiveness of the Victorian legislation. He seemed to think that it would be ineffective and that at a later date he would have the opportunity of saying that he was right.

I believe that the legislation in Victoria must have received serious consideration. The many Press cuttings on the subject indicate that it was under consideration for a lengthy period, and that the Bill which was brought before the Victorian Parliament contained all the important ingredients to stop the practices which were going on.

The tenor of the debate has at times been to the effect that vendors and door-to-door salesmen are all rogues; but that is not so. Under this legislation the honest door-to-door salesman has nothing to fear. We are trying to legislate for the unscrupulous vendor who adopts questionable tactics. The wording in the amendment from another place presupposes that only book salesmen fall into this undesirable category. However, there are plenty of honest book salesmen.

One type of vendor who has come to my notice recently is the person who sells kitchen utensils. He offers a package deal of something like £100. So already there is the need for coverage of additional goods. It is impossible for us to know what protection will be required in the future.

In my opinion, the wider interpretation is desirable because the honest salesman has nothing to fear. Recently a man in the bookselling trade was invited to study the methods of sellers of kitchen ware. Although this man was himself a vendor and could be considered by some people to have adopted objectionable tactics, he was so disgusted with the tactics proposed by this firm which sells kitchen utensils that he did not stay for the whole of the instruction period.

There is already the need for additional goods to be covered, and I can only repeat that I would like to see the wider interpretation left. Indeed, I shall support its being left in, because the honest vendor has nothing to fear.

Mr. FLETCHER: This amendment was moved and defeated in the Legislative Assembly, but the minority-elected Chamber undemocratically restored it. We on

this side are dissatisfied with the amendment, which we originally destroyed, because it is not as all-embracing as we desire.

Both sides of the Chamber sponsored similar Bills on this issue, and there was unanimity regarding the need for all-embracing legislation. Now, however, it is manifest that pressure has been brought to bear on the Government to water down this measure—to water it down to the satisfaction of business interests and not to that of the public. I have already mentioned that encyclopaedias, TV sets, and other articles have been sold on a door-to-door basis. Even carpets and furniture are advertised on TV and people are requested to ring a phone number. Some unfortunate woman could, on the spur of the moment, involve herself and her family in the cost of carpets or furniture.

The amendment will not cover all articles; it is restrictive. I would be remiss if I did not object to the amendment, which limits the goods covered and excludes the articles that we on this side of the Chamber have mentioned.

I suggest that we should not allow another place to usurp our authority. The Minister said the Government was unanimous in permitting us to introduce a private member's Bill. I admit that; but both sides admitted the need for legislation to deal with this question. However, we want legislation with more teeth than the amendment contains.

Mr. D. G. MAY: I am emphatic that the amendment will, if agreed to, defeat the whole principle of the Bill. We have gone all the way with the Government's amendments in regard to technical schools and so on. We have asked Government members whether they have had any complaints from schools and places of employment, but not one honourable member has quoted an instance. We went along with the Government in connection with that matter because it is an extension of the Bill, but the amendment we are now dealing with will defeat the whole principle of the measure.

If any honourable member on the other side can truthfully say that he has been approached by salesmen of other types of goods to say that they are not happy about this measure, I will be surprised. On no occasion have I been approached by genuine and sincere salesmen of any type of goods to say that this kind of measure is not justified.

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

Ayes—19.

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. D. G. May
Mr. Davies	Mr. Moir
Mr. Evans	Mr. Norton
Mr. Fletcher	Mr. Oldfield
Mr. Graham	Mr. Rowberry
Mr. Hall	Mr. Toms
Mr. Heal	Mr. Tonkin
Mr. W. Hegney	Mr. H. May
Mr. Jamieson	

(Teller)

Noes—19

Mr. Bovell	Mr. Hutchinson
Mr. Brand	Mr. Lewis
Mr. Burt	Mr. W. A. Manning
Mr. Court	Mr. Nalder
Mr. Craig	Mr. Nimmo
Mr. Crommelin	Mr. O'Connor
Mr. Dunn	Mr. Wild
Mr. Grayden	Mr. Williams
Mr. Guthrie	Mr. O'Neill
Dr. Henn	

(Teller)

Pairs

Ayes	Noes
Mr. J. Hegney	Mr. Gayfer
Mr. Curran	Mr. Hearman
Mr. Rhatigan	Mr. Mitchell
Mr. Hawke	Mr. Hart
Mr. Sewell	Mr. Runciman

The CHAIRMAN (Mr. I. W. Manning): The voting being equal, I give my vote to the Noes.

Question thus negatived; the Council's amendment agreed to.

Sitting suspended from 3.50 to 4.10 p.m.

### Report

Resolutions reported, and the report adopted.

A committee consisting of Mr. Crommelin, Mr. Jamieson, and Mr. D. G. May drew up reasons for not agreeing to amendment No. 1 made by the Council.

Reasons adopted and a message accordingly returned to the Council.

## QUESTIONS ON NOTICE

### KALGOORLIE CENTRAL SCHOOL

#### Repairs, Renovations, and New Installations

1. Mr. EVANS asked the Minister for Education:

- (1) Is it expected that all repair, renovation, and new installation work scheduled in respect of Kalgoorlie Central School will be completed before the commencement of the 1965 school year?
- (2) If not, why not?
- (3) What is the nature of such work yet to be effected?

Mr. LEWIS replied:

- (1) Repairs and renovations will be completed but new construction work will not.
- (2) Funds for a new toilet block have been allocated. Preparation of the plan has been deferred pending completion of planning of new classroom accommodation in all areas. It is expected however, that the block will be built by the end of February.
- (3) The erection of a new toilet block—re-laying a floor in a pavilion classroom and repairing bitumen areas.

**SAN JOSÉ SCALE***Prohibition on Sale of Affected Fruit*

2. Mr. DUNN asked the Minister for Agriculture:

- (1) Is fruit affected with San José scale prohibited from sale at the Metropolitan Markets?
- (2) If so, under what Act?

Mr. NALDER replied:

- (1) Inspectors have power to withhold fruit from sale which is infested with disease and prescribe treatment, which can include destruction.

Inspectors have been instructed to take action where San José Scale is found, and infested fruit is destroyed.

- (2) The Plant Diseases Act.

**FERTILISER USE IN ORCHARDS***Articles in "Agricultural Journal"*

3. Mr. DUNN asked the Minister for Agriculture:

With reference to my question on the 12th August, 1964, could he advise the dates and numbers of the *Agricultural Journals* carrying articles on "Fertiliser Use in Orchards"?

Mr. NALDER replied:

Articles appeared in the *Agricultural Journal* on the following dates:—

- April—1963.
- November—1960.
- July-August—1959.
- January-February—1952.
- June—1946.
- June—1934.

**PUBLIC HALL AT WUNDOWIE***Assistance from Board of Management of Local Industry*

4. Mr. HAWKE asked the Minister for Industrial Development:

- (1) Has he been able to ascertain the views of the board of management of the charcoal iron and steel industry at Wundowie regarding the willingness or otherwise of the board to assist financially in the building of a new public hall at Wundowie?

- (2) If so, what is the result?

Mr. COURT replied:

- (1) and (2) Since the honourable member's question on the 5th November, 1964, there has not been a meeting of the board. It is anticipated that the board will meet early next week, when this matter will be given consideration.

**CANNINGTON HIGH SCHOOL***Completion Date*

5. Mr. JAMIESON asked the Minister for Education:

- (1) Is the building programme of the Cannington High School running to schedule?
- (2) Will this school definitely be ready for use at the beginning of the 1965 school year?

Mr. LEWIS replied:

- (1) and (2) Latest advice from Public Works Department is "Yes."

**MARSHALLING YARDS AT ALBANY***Date of Extension*

6. Mr. HALL asked the Minister for Railways:

- (1) Have plans been finalised for the development and extension of railway marshalling yards at Albany?
- (2) If so, when is it contemplated that such extension will take place and at what approximate cost to the department concerned?

Mr. COURT replied:

- (1) No.
- (2) Answered by (1).

At the present juncture yard facilities at Albany are adequate. However, consideration is being given to future railway planning in connection with town planning proposals.

**NAVAL BASE IN WESTERN AUSTRALIA***Representations for Establishment*

7. Mr. HALL asked the Premier:

- (1) Have further representations been made to the W.A. Government for the establishing of a naval base on the west of Australia?
- (2) If so, what areas have been proposed?
- (3) If no further representations have been made, will he undertake to take the matter up with the Prime Minister, in view of the latest developments regarding Britain's search for new bases?

Mr. BRAND replied:

- (1) to (3) As recently as the 18th November, 1964, I wrote to the Prime Minister suggesting that discussions take place between appropriate Commonwealth and State Ministers on the question of providing docking and associated facilities in Western Australia.

8. *This question was postponed.*

**MITCHELL FREEWAY**  
*Embankments and Completion of Project*

9. Mr. TONKIN asked the Minister for Works:

- (1) Have the size and positions of the proposed embankments required to be constructed in connection with the Mitchell Freeway and related traffic interchange yet been determined?
- (2) If "No," will he indicate the extent of the progress which has been made during discussions on the subject in the past 12 months?
- (3) As embankments would ordinarily be matters of least difficulty in the planning of a complex like the Mitchell Freeway, can it be assumed that the time required to complete the planning of the whole project will be in direct ratio to that required for planning the embankments and therefore the model which was shown early this year was of little or no practical value?

Mr. WILD replied:

- (1) Yes; but some three months' work remains to be done on geometric design to establish their precise heights along their lengths.
- (2) Answered by (1).
- (3) No. In this unstable riverine location, embankment problems, which require both geometric and structural analyses, present major difficulty and must be intimately associated with the designs of bridges. The determinations of bridge and embankment alignments differ very little from those shown on the model.

**INFANT HEALTH CENTRE SUBSIDIES**  
*Position regarding Karrinyup*

10. Mr. NIMMO asked the Minister for Health:

- (1) Is he yet able to advise the position regarding subsidies for infant health centres to be erected in Karrinyup?
- (2) Is he aware that the council called tenders for these projects three and a half months ago?

*Future Policy*

- (3) What is the future policy of the Government regarding subsidies for infant health centres?
- (4) Is it likely that such policy will result in a reduction of the number of infant health centres to be built in the future?

Mr. ROSS HUTCHINSON replied:

- (1) Yes. As a result of the honourable member's representations I advise that the basis on which

grants had already been made between the department and the Perth Shire Council, or any other local governing authority, will be adhered to.

(2) Yes.

- (3) and (4) Policy regarding this matter is currently under review, but the honourable member may be assured that any future policy will not result in a reduction of the number of infant health centres which will be built in the future.

**TRANSPORT FACILITIES TO KWINANA INDUSTRIAL AREA**

*Inadequacy*

11. Mr. CURRAN asked the Minister for Railways:

- (1) Is he aware that transport facilities from Fremantle to the industrial area of Kwinana are totally inadequate?
- (2) Does he agree that with the rapid industrial development of this area the Government has some responsibility with regard to the transport of workers?

*Workers' Passenger Train*

- (3) Will he arrange the running of a workers' passenger train to the nearest point to BP, B.H.P., and Alcoa?

Mr. COURT: replied:

- (1) to (3) I have conferred with my colleague the Minister for Transport and find the passenger transport services operated by the M.T.T. for workers at the Kwinana industrial area are adequate for the patronage offered.

With the further industrial development of this area the M.T.T. services will be augmented to meet any additional patronage.

Based on the patronage accorded the existing service there would be no necessity for consideration to be given to the running of a railway passenger service as this would be uneconomic and unjustified.

The adequacy of services is kept under review.

**NATIVES IN SOUTH-EAST TOWNS**

*Employment and Education*

12. Mr. HART asked the Minister for Native Welfare:

- (1) Is his department aware of:—

(a) the acute unemployment position of teenage natives in south-east towns such as Gnowangerup;

- (b) the grave concern of local authorities that these now reasonably educated young natives are growing to adulthood living on reserves and social service funds?
- (2) Is the department making a special study of ways to improve this difficult situation?
- (3) What assistance, if any, can be given to assist in post-primary education to deserving native children at the end of primary education?

Mr. LEWIS replied:

- (1) (a) Yes.  
(b) Yes.
- (2) Yes.
- (3) Any native students recommended for a particular course of study by a Superintendent of Education is offered whatever financial and other assistance is required. This is sometimes on a most generous scale compared with assistance offered normally to white children.

### TRAIN ACCIDENTS

#### *Derailment at Mundijong: Effect of Absence of Vacuum Brakes*

13. Mr. D. G. MAY asked the Minister for Railways:

- (1) Was the train involved in the accident at Mundijong on Sunday, the 8th November, 1964, composed solely of L.A. wagons which are not fitted with vacuum brakes?
- (2) Was this lack of brake power mainly responsible for the driver being unable to control the train?
- (3) In view of the very steep grade on this particular line, is it not most unusual for wagons without vacuum brakes to be utilised?
- (4) On how many previous occasions were trains reported to have been out of control on this line?
- (5) Has there been an occasion on this line where a train equipped with vacuum brakes attained a speed more than double the speed of the road?
- (6) If so, were the brake blocks on this train completely worn away?

#### *Engine Load Table: Provisions regarding Vacuum Brakes*

- (7) Does not the W.A.G.R. engine load table provide that goods trains shall be equipped with not less than 75 per cent. of wagons with vacuum brakes and in good working condition?

- (8) If the answer to (1) is in the affirmative, does he agree that this situation could have the resultant effect of endangering the lives of train crews and the public generally?

Mr. COURT replied:

- (1) In addition to the ballast hoppers mentioned, which were fitted with hand-brakes, the train consist included the locomotive, which was fully equipped with power brakes, and a brakevan fitted with vacuum and hand-brake equipment.
- (2) The circumstances leading to this derailment are under investigation by a departmental board of inquiry.
- (3) No. Not with ballast working operations.
- (4) On one previous occasion a train was out of control for a short distance.
- (5) No.
- (6) See answer to (5).
- (7) Yes.
- (8) The departmental board of inquiry, referred to in question (2), will report on any measures it considers necessary to obviate danger to train crews and the public generally.

### PARLIAMENTARIANS AND WIVES

#### *Insurance Cover when on Government Business*

14. Mr. JAMIESON asked the Premier:

- (1) Are Ministers of the Crown covered by insurance of the person when on government business?
- (2) Are Ministers' wives covered by insurance when accompanying their husbands on official government business?
- (3) What coverage and what premiums are applicable to Ministers and/or their wives?
- (4) Are private members covered by similar insurance protections?
- (5) If not, why not?

Mr. BRAND replied:

- (1) Yes, while travelling by air or by motorcar.
- (2) Personal accident cover is provided for wives of Ministers while travelling in a ministerial motorcar.
- (3) Ministers of the Crown:  
(a) Air Travel: Personal accident risk cover up to £10,000 (Cover includes any coverage provided by the Air Line Company) in case of death or

serious disablement. Proportionate benefits paid for other disablement, plus hospital and medical expenses. Premium is 15s. per journey.

- (b) Motor Travel: Personal accident risk cover up to £3,000 for death or for permanent total disablement received while driving a motorcar or while a passenger in a motorcar in cases where negligence cannot be established against other drivers. Proportionate benefits paid for other disablement and hospital and medical expenses. Premium £8 per annum per person.

**Wives of Ministers:**

Similar cover as provided for Ministers under (3) (b) above.  
Premium £4 10s. per annum per person.

- (4) No.

- (5) I addressed a letter on the 9th October, 1964, to the Secretary, Parliamentary Rights and Privileges Committee in the following terms—

I acknowledge receipt of your letter of 2nd September in which it is requested that the Government should meet some of the cost of a scheme of personal accident insurance for Members of Parliament.

This matter has been considered by Cabinet and I have to advise that the Government is not prepared to take action during the life of the present Parliament. However, arrangements will be made for the propositions submitted to be examined to facilitate consideration of the matter after the general elections next year.

I might add that this matter is being favourably considered.

## QUESTIONS WITHOUT NOTICE

### SAFETY OF VESSELS

#### *Royal Commissioner's Report: Availability*

1. Mr. DAVIES asked the Minister for Labour:

Is he able to tell the House when the report of the Royal Commission on boat safety will be available?

Mr. WILD replied:

I am afraid I cannot. It has been in my possession for about a fortnight. But, quite frankly, I have been too busy to peruse it myself. When I have perused it it

will then go to Cabinet and I have no doubt it will be made available later. However it could be some weeks.

## TRAIN DERAILMENT AT MUNDJONG

### *Board of Inquiry: Availability of Report*

2. Mr. D. G. MAY asked the Minister for Railways:

With reference to question 13 on today's notice paper, is the Minister in a position to advise whether the investigation into the Mundijong derailment has been completed and, if so, whether the information is to be made available to the general public?

Mr. COURT replied:

I was unable to ascertain for certain whether the board of inquiry had finished its work and made its report because the commissioner is in the country on inspections today. However, I will check as soon as he returns. As to whether the information will be made public, I do not know the normal procedure in a special case like this; but it will be the Government's desire to let the public know anything relevant in connection with this accident.

## POLICE STATION FOR GOSNELLS

### *Establishment*

3. Mr. D. G. MAY asked the Minister for Police:

Is he able to advise the present position regarding the early establishment of a police station in the Gosnells area?

Mr. CRAIG replied:

I understand that the site reserved for the erection of this police building is now considered to be not entirely satisfactory and efforts are being made to find a more suitable site in the area.

## FRUIT AND VEGETABLES

### *Mobile Processing Units*

4. Mr. HALL asked the Minister for Industrial Development:

- (1) Has the Government given thought to establishing small mobile factory processing units capable of processing fruit and vegetables in glut season in the various areas where such gluts of fruit and vegetables might exist?

- (2) If the answer to (1) is "No", would he undertake to have investigations made to ascertain

the possibilities of such a proposal with a view to implementation if practicable?

**Mr. COURT:** replied:

I appreciate the fact that the honourable member made the questions available to me in order that I might obtain some of the information required, and this is as follows:—

- (1) and (2) Our research into fruit and vegetable processing methods has not revealed to date a practicable and economic method of achieving what the honourable member raises by way of question. The modern trend is to give greater importance to the needs of the process installations when static plants are being negotiated thus going a long way to lessening the prospect of severe gluts so far as the market of fresh fruit and vegetables is concerned. This whole question is regularly under review both for established and prospective areas of production.

#### **STATE ENGINEERING WORKS FORGING PLANT**

*Transfer to Doncaster Hadfield: Effect on Financial Position and Work Force*

5. **Mr. CROMMELIN** asked the Minister for Industrial Development:

- (1) Has the Minister read a report in this morning's newspaper in which the Deputy Leader of the Opposition stated that the State Engineering Works had been making a profit, but that this would be reduced to a loss or at the best a break-even point if the forging plant were sold to Doncaster Hadfield?
- (2) Is this statement correct?
- (3) If not, to what extent will the sale of this plant affect the main operations of the State Engineering Works and the work force?

**Mr. COURT** replied:

- (1) Yes.
- (2) No.
- (3) The possible effects of this transfer of the plant to Doncaster Hadfield is, in my opinion, being grossly exaggerated by the opponents of the transfer. First of all, it cannot be overlooked that the Government will retain an interest in the new venture; and if it is as profitable as some people think it is, naturally the Government will be retaining its interest in an expanded venture.

The employees have been assured that alternative employment would be offered to those who might be affected, and it should be realised that the new plant will be an expanded plant. It will be a bringing together of the older type plant from the State Engineering Works with some modern plant in the firm of Doncaster Hadfield.

The other point which I think should be stressed is that some people are saying the machine work apparently done by the State Engineering Works will be lost as a result of this transfer. That is not true, because this forging plant is being built and for obvious reasons it will not undertake machining work in competition with its own customers.

6. **Mr. TONKIN** asked the Minister for Industrial Development:

I thank the honourable member for Claremont for asking a few questions in connection with this matter because it gives me an opportunity to do likewise.

**Mr. Court:** You do not need a lead.

**Mr. TONKIN:** I would like to ask the Minister—

- (1) Why did he not answer the question as to whether the operations of the State Engineering Works would be reduced to a position of no profit or a break-even situation?
- (2) Does he deny that in taking 11 machines from the forging section of the State Engineering Works with associated equipment, he is taking the whole of the capacity of the forging shop?
- (3) Is it not a fact that a good deal of the work done by the State Engineering Works commences in the forging shop and is subsequently transferred to the machine section of the works?

**Mr. Bickerton:** Of course it is!

**Mr. TONKIN:** To continue—

- (4) As the State Engineering Works will be no longer in a position to do forging work is it not a fact that it will therefore lose the work involved in the machining?
- (5) Is it not a fact that these works have made a profit of £800,000 since 1944 and have averaged a profit of something like £60,000 or £70,000 a year in recent years?

(6) Is it not inevitable that because the action of the Government is directed towards removing the competition of the State Engineering Works forging work, the amount of work it will do will be considerably reduced in volume, and therefore its opportunity for earning profits will be correspondingly curtailed?

Mr. COURT replied:

(1) to (6) I would be fairly good if I could remember all of the questions asked by the honourable member, but I will do my best to run through them. I think there were five in number; and, in reply to the first part, I did answer the honourable member's question. He asked me the extent to which the operations would be affected and I endeavoured, in a few brief words, to deal with that aspect.

Mr. Tonkin: Are they going to break even or lose money?

Mr. COURT: Secondly, we have to appreciate that this forging equipment is only a small part of the State Engineering Works' total activities.

Mr. Tonkin: It is the whole of the forging shop.

Mr. COURT: The whole of the forging shop could be a lot and it could be a little. In this case it is not very much. Anyone would think it was a tremendous part of the industry; and, in fact, from what the honourable member suggests one would think it was the whole works. His second question, as I understand it, was whether this meant that the whole of the forging plant will be transferred. Of course it will. That was the intention, and there has never been any statement to the contrary about it.

The third point was in regard to the transfer of the work from the forging plant to the machine shop. I have already said that this forging industry that is to be established will be of a diversified nature. It will not do the machining because it will be doing the forging work for a host of people, we hope; and the people who will have the forging done will be able to take the work back to their own works and do the machining. In that regard the State Engineering Works will be in no different a position to anyone else, particularly as it will have three alternatives: It can have the work done on a quote

basis, on a cost-plus basis, or it can get the work done somewhere else if it finds that it can have it done better and cheaper elsewhere. So whichever way we go the works win.

The fourth question asked was in regard to profits, and there is no reason why the State Engineering Works should not continue to trade as profitably as before. The forging plant is not the whole works; it is only a small part of the works and the State Engineering Works can take in a far wider field of work if it wishes to do so. No restrictions are placed on it so far as general engineering is concerned.

The last question asked by the honourable member was in reference to competition.

I cannot follow his argument on this because, in point of fact, the Government will be interested to the same extent. It will contribute plant to the new business and therefore it will be in the business and will not be competing with itself.

## TAXATION AND OTHER CONCESSIONS

### *Application to Area South of 26th Parallel*

7. Mr. BURT asked the Premier:

Has a report been received by the Government from the committee which was appointed earlier this year to inquire into concessions being granted to people living in the remote areas on the same basis as are in existence for those now living north of the 26th parallel? If so, when will this report be made public? If the recommendations are for more concessions to be given to people living south of the 26th parallel, will the State Government advise the Commonwealth Government accordingly so that consideration can be given to increasing the taxation concessions in the areas so affected?

Mr. BRAND replied:

The report has been received but the Government has not made a final decision on the matter. I would like to say to the House that favourable consideration is being given to the recommendations; but as far as passing on such recommendations to the Commonwealth Government is concerned, I think this can only



be done when we have made a decision on our own account. However, I can assure the honourable member that some progress has been made.

## STATE ENGINEERING WORKS FORGING PLANT

### *Transfer to Doncaster Hadfield: Protests*

8. Mr. TONKIN asked the Minister for Industrial Development:

When I took a deputation to the Minister relative to the State Engineering Works he stated that no protests had been received from anybody in Fremantle regarding the proposed transfer. I ask the Minister: Has he received any protests and, if so, from whom has he received them?

Mr. COURT replied:

The first part of the honourable member's question was whether I had received any protests and the answer to that is "No".

Mr. Tonkin: Didn't the Mayor of Fremantle write to you?

Mr. COURT: The second part of the honourable member's question would be answered by the first part. The question, as I understood it, referred to business firms in Fremantle. The Mayor of Fremantle did not write by way of protest, and if the honourable member would like a copy of his letter he can gladly have it. The mayor wrote to draw attention to a circular that had been sent out by a Mr. Hall, the chairman of a committee at the workshops. I answered the mayor's letter and gave him the reasons for the Government's action. I did receive a communication from him but it was not by way of a protest.

## TRAFFIC LIGHTS

### *Malfunctioning at Off-peak Periods*

9. Mr. JAMIESON asked the Minister for Works:

My question refers to traffic lights which I understand come under the Minister's control through the Commissioner of Main Roads. Is the Minister aware of the malfunction of traffic lights during the off-peak periods, such as the early hours of the morning? Is he aware that many honourable members of this Chamber have been delayed for some considerable time while waiting for the lights to change from red to green, to such

an extent that on occasions they have had to proceed against the red lights in order to get home? I have experienced this on four occasions during this present session, and other honourable members have had the same experience. Would the Minister investigate the possibility of having the lights put on to the amber, or caution light, as is done in other States after the peak period at night—say, at approximately 11.30?

Mr. WILD replied:

I have experienced the same thing myself and I did give consideration to discussing the matter with the Commissioner of Main Roads. So far I have not had the time to do so, but I will discuss it with him because I think there is a lot of merit in what the honourable member says. I think we could adopt the same practice as exists in Melbourne so that after midnight drivers would be able to drive straight through.

## SAFETY OF VESSELS

### *Lifesaving Equipment: Sale of Unsuitable Apparatus*

10. Mr. TOMS asked the Chief Secretary

The other day I mentioned to the Minister a matter which arises out of regulations regarding lifesaving equipment for boats, and I should like to ask the Minister some questions in this regard—

- (1) Does the Minister know that certain lifesaving equipment is being sold in the shop which, upon examination by the inspector, is not passed?
- (2) If he is not aware of this fact, will he contact the Harbour and Light Department with a view to testing the veracity of my statement?
- (3) Will he ensure that sufficient notification of this fact is given through the Press so that people will not be buying this apparatus only to find it is not being passed as suitable?

Mr. ROSS HUTCHINSON replied:

- (1) No, apart from the information which the honourable member conveyed to me yesterday.
- (2) Yes.
- (3) Yes.

## STATE ENGINEERING WORKS FORGING PLANT

*Transfer to Doncaster Hadfield:  
Protests*

11. Mr. TONKIN asked the Minister for Industrial Development:

Referring to the letter written by His Worship the Mayor of Fremantle, Sir Frederick Samson, sent by way of protest, I ask the Minister: Did not Sir Frederick point out to him that if it was desired to extend the forging capacity of works in Western Australia the place to do it was at North Fremantle? I also ask the Minister whether he received any protest from the Chamber of Commerce and the Chamber of Manufactures?

Mr. COURT replied:

I could not recite the exact contents of Sir Frederick Samson's letter in detail, but I have offered to let the honourable member have a copy of it, with pleasure. However, I cannot recall its being by way of protest. His Worship did ask me some questions which were all answered. So far as receiving protests from the other two bodies is concerned, I have no recollection of it, but I will check for the honourable member, if he so desires, and I will let him know without a doubt. I think one of the bodies the honourable member was referring to is the Fremantle Chamber of Commerce?

Mr. Tonkin: Yes.

Mr. COURT: I cannot recall either of the bodies referred to protesting, but I will make sure for the honourable member. I am certain I would have remembered had they protested.

## PEAS FOR CANNING AND SNAP FREEZING

*Growth in Western Australia*

12. Mr. HALL asked the Minister for Agriculture:

- (1) Can he advise whether the Department of Agriculture has carried out any research into the matter of pea-growing with canning and snap-frozen varieties in this State?
- (2) If so, where were the experiments carried out and what varieties of peas were used?
- (3) Has the knowledge gained from these experiments been made available to growers and potential growers in this State?

- (4) As the industry has a great potential in this State, can he advise whether the Department of Industry and the Agriculture Department are working jointly for the betterment of the pea-growing and canning industry in this State?

Mr. NALDER replied:

- (1) Yes.
- (2) Over many years experiments have been conducted at numerous centres from Geraldton to Albany. A number of varieties have been used including the latest processing types such as Victory Freezer and a number of canners' varieties.
- (3) Yes.
- (4) Yes. Both departments are represented on the canning committee.

The SPEAKER (Mr. Hearman): I think the next question will have to be the last question without notice.

## TRAIN DERAILMENT AT MUNDIJONG

*Absence of Vacuum Brakes*

13. Mr. D. G. MAY asked the Minister for Railways:

In part (7) of question 13 on today's notice paper I asked the Minister for Railways the following question:—

Does not the W.A.G.R. engine load table provide that goods trains shall be equipped with not less than 75 per cent. of wagons with vacuum brakes and in good working condition?

The Minister's answer to that question was "Yes". Does not the Minister consider that a serious breach of railway regulations has been occasioned in view of the fact that only the locomotive and the guard's van of the train involved in the accident at Mundijong were equipped with vacuum brakes?

Mr. COURT replied:

From what I can recollect of the long question asked by the honourable member I would not say that there has been any breach, because it should be realised that this was not a goods train in the ordinary way, as I understand it, but a ballast-working train.

Mr. H. May: But they must have safeguards.

Mr. COURT: Of course; and they are adjusted to suit each particular type of work. In any case the

board of inquiry is currently sitting—or at least up to date it has not completed its work, although it must have almost done so—and I think it would be wrong of me to prejudice anything that it might bring forward as a result of its expert inquiry.

## GOVERNMENT EMPLOYEES' HOUSING BILL

### *Returned*

Bill returned from the Council with amendments.

## PARLIAMENTARY SUPERANNUATION ACT AMENDMENT BILL

### *Second Reading*

Debate resumed, from the 25th November, on the following motion by Mr. Brand (Treasurer):—

That the Bill be now read a second time.

**MR. HAWKE** (Northam—Leader of the Opposition) [4.44 p.m.]: This Bill proposes to make some important amendments to the Parliamentary Superannuation Act, and it is interesting to recall that this Act was first passed into law in 1948, which is getting on for 20 years ago. The fund had very small beginnings, as those honourable members here who were present at that time will recall. Whenever subsequently it was proposed to amend the law for the purpose of increasing all or some of the benefits, even though the proposed increases were accompanied by corresponding increases in the contributions which honourable members would make, there were usually, from some sources, prophesies of financial calamity. I think in some instances, in the early years, the views of actuaries of some standing were put forward for the purpose of indicating that the financial stability of the fund was questionable, and if certain improvements as suggested at that time were made then the condition of the fund could become dangerous. I feel that in those years the actuaries concerned were working purely on the basis of figures, and were not giving enough thought to the fact that members of Parliament are not defeated wholesale at each ensuing election.

In other words, not many of the 50 members in the Legislative Assembly are often defeated at the next election, or the next ensuing election, or the next after that. The same, of course, would apply, possibly more so, to members of the Legislative Council. Therefore the degree of risk in regard to large increases of actual liability upon the fund was in those days over-considered and over-accentuated.

No doubt the calculations which were made in those times were well based as to the possible potential risk, because I guess it was a possibility at an election six years or nine years after the fund was first established that there might be a tremendous swing over in political opinion and half the honourable members of the Assembly could be defeated; although that would only happen in the most exceptional circumstances.

Financially the fund has developed very well indeed. The potential liability is naturally still considerable, but the probable liability—the almost certain liability—from three-year period to three-year period has been found to operate on a fairly regular basis; so regular in fact, in practice as to make calculations relating to future years quite reliable.

Therefore the improvements in the benefits proposed to be made by this Bill are safely based. That is more especially so when it is remembered that the major benefits which are proposed in the Bill are to be accompanied by a substantial increase in the contributions which members of Parliament will make to the parliamentary superannuation fund. There is to be, as I think, all members know, a 50 per cent increase in contributions—which is quite substantial as an increase—to take place immediately; and that increase in contributions, together with the healthy financial condition of the fund, will ensure that the fund as a whole will continue to maintain stability with the credit balance in the fund increasing steadily during the years, as it has done almost ever since the fund was established in the year 1948.

It must be appreciated that most honourable members would, I think, put into this fund a very great amount during their period in Parliament. There are members in this House today, for instance who have been here for over 30 years. There are members here today who it is fairly safe to say will remain here for another 20 or 25 years, provided they wish to do so.

Experience seems to show that not many members of Parliament retire voluntarily. It has been suggested in regard to this particular Bill that increases in pension for those who will be entitled to draw the top amount, may have the effect of encouraging some members of Parliament to retire from parliamentary life sooner than they may normally have done. I have considerable doubt whether that will happen, except perhaps in an isolated case every few years.

I think members of Parliament, once they become established, set up so many contacts within their own electorate, within Parliament, and amongst the public generally, as to cause them to develop a great liking for parliamentary life, for parliamentary activities, and for

the community activities which are also associated with their duties, as to cause them to develop within themselves a dedication to the duties and to the life.

Although some of them every now and then talk about retiring after they have been here a long time, when the hurdle of retirement comes to be jumped they decide to go around that hurdle and continue for a further term. When the next term comes along they decide they will carry on for another term. So I think the additional retirement benefits which this Bill will incorporate into the law will not of themselves be responsible for causing many honourable members—if any—to retire from parliamentary life earlier than they would otherwise have done.

I think it should be emphasised that honourable members do make substantial contributions to this fund, because there are members of the public who are always ready to believe members of Parliament get a great number of things free, including meals at Parliament House, together with a great many other things, such as free drinks at Parliament House. We do get this once a year when the Joint House Committee stages a Christmas party for us and for others who are not members of Parliament.

There does seem to be a tendency on the part of some people in the community to spread the idea that members of Parliament get a lot of free services. There is even a tendency in some directions to play up the fact that members of Parliament are to get increased pensions; but they obliterate entirely the fact that we pay substantial contributions into this fund every month of every year we are here in order that the fund might, with the Government subsidy which is also paid, not only remain stable, but remain in a healthy financial position.

There are some other provisions in the Bill which, although of not such importance as the subject to which I have just been addressing myself, are nevertheless important to those who are concerned personally with the provisions in the law with which these other amendments are associated. I am pleased, indeed, to see the Treasurer has been able to agree, after consultation with his advisers, to add some improvement to what is proposed in the Bill in relation to a number of ex-members, and also in regard to a number of widows of deceased members, because I think the proposed increases as set down in the Bill itself were not adequate in the circumstances.

The amendments which the Treasurer has had set down on today's notice paper to improve those increases make the situation much better. I am certain the ex-members and widows concerned will very much appreciate the action of Parliament after these proposals have been accepted

by both Houses, and the Bill has become law and they, the beneficiaries, can receive this additional amount each period. I support the second reading of the Bill.

**Question put and passed.**

**Bill read a second time.**

#### *In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Brand (Treasurer) in charge of the Bill.

**Clauses 1 to 3 put and passed.**

**Clause 4: Section 11 amended—**

**Mr. BRAND: I move an amendment—**

Page 3, line 20—Insert after the word "repealed" the following words:—

"and re-enacted as follows:—

(5c) (a) A person who ceased to be a member prior to the coming into operation of the Parliamentary Superannuation Act Amendment Act, 1960 and who immediately prior to the date of the coming into operation of the Parliamentary Superannuation Act Amendment Act, 1964 was receiving a pension in accordance with the provisions of this Act, is entitled on and from that date to receive from the Fund, in addition to the pension, a supplementary payment at the rate of twenty-six pounds per annum.

(b) The widow of a person who ceased to be a member prior to the coming into operation of the Parliamentary Superannuation Act Amendment Act, 1960, and who as the widow of that person was, immediately prior to the date of the coming into operation of the Parliamentary Superannuation Act Amendment Act, 1964, receiving a pension in accordance with the provisions of this Act is entitled on and from that date to receive from the Fund, in addition to the pension, a supplementary payment at the rate of nineteen pounds ten shillings per annum.

(c) The amount necessary to make the supplementary payments to persons entitled thereto is payable to the Fund out of the Consolidated Revenue Fund which to the extent necessary to make those payments is permanently appropriated."

This is a rather lengthy and complicated amendment but the effect of it is, with the other provisions of the Bill, to increase the pensions now being paid to ex-members by £1 a week where the persons concerned ceased to be members before the 1st January, 1961; and by 10s. per week for those who ceased to be members after that date.

In the case of widows of persons who ceased to be members prior to the 1st January, 1961, an increase of 15s. per week is being provided for; and for those whose husbands ceased to be members after that date the increase will be 7s. 6d. per week.

As I explained at the second reading following discussions with the Leader of the Opposition, I undertook to further examine the prospects of helping some of the ex-pensioners, particularly those who were receiving pensions on the basis of a limited time, having regard for the fact that some of these members had served this State for a long while and are now getting on in years. They are receiving lesser pensions having regard for the fact that they contributed a lesser amount by way of contribution. The amendment I have moved will achieve the purpose of giving those who are pensioners on a limited-term basis an extra £1 per week, and the widows for a similar period, 15s.

Mr. HAWKE: I appreciate very much the response of the Treasurer to the representations I made to him in this matter, and I support the amendment.

**Amendment put and passed.**

**Clause, as amended, put and passed.**

**Clauses 5 to 7 put and passed.**

**Title put and passed.**

#### *Report*

**Bill reported, with an amendment, and the report adopted.**

#### *Third Reading*

**Bill read a third time, on motion by Mr. Brand (Treasurer), and transmitted to the Council.**

### **TRAFFIC ACT AMENDMENT BILL**

#### *Council's Amendment*

**Amendment made by the Council now considered.**

#### *In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Craig (Minister for Police) in charge of the Bill.

The CHAIRMAN: The amendment made by the Council is as follows:—

Clause 3, page 2, lines 28 and 29—

Delete the words "the police station nearest to the place where he resides" and substitute the words "any police station".

Mr. CRAIG: This amendment proposed by the Legislative Council is in accordance with an undertaking I gave the honourable member for Balcatta. It deals with the production of drivers' licenses when requested to do so by a police officer or traffic inspector. Under the Bill a person was required to produce his driver's license to the police station nearest to the place

where he resides. It was suggested that was not necessary, and all that was required was that a driver's license be produced to the nearest police station. Therefore the amendment has been made as arranged. I move—

That the amendment made by the Council be agreed to.

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

#### *Report*

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

### **NATIVES (CITIZENSHIP RIGHTS) ACT AMENDMENT BILL (No. 2)**

#### *Council's Amendments*

**Amendments made by the Council now considered.**

#### *In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Lewis (Minister for Native Welfare) in charge of the Bill.

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

Clause 2, page 2, lines 13 and 14—Delete the words "and may in writing request" and substitute therefore the words "which Certificate shall be available from".

Mr. LEWIS: I propose to agree to this amendment subject to a further amendment. I move—

That the amendment made by the Council be agreed to, subject to the following further amendment:—

Insert after the words "page 2" in line 1, the following:—

"Lines 8 and 9, delete the passage "or subsection (3) of this section", line 10, delete the words "or issued", and".

This is in line with the amendment proposed by the Legislative Council, but also to meet the further wishes of the Council I propose to delete subclause (3) of clause 2.

**Question put and passed; the Council's amendment, as amended, agreed to.**

The CHAIRMAN (Mr. I. W. Manning): Amendments Nos. 2 to 6 made by the Council are as follows:—

No. 2.

Clause 2, page 2, lines 15 and 16

—Delete the words "to issue to him a Certificate of Citizenship".

No. 3.

Clause 2, page 2, lines 17 and 18

—Delete the words "to whom a request is made under this section".

No. 4.

Clause 2, page 2, lines 19 and 20  
—Delete the words "making the request".

No. 5.

Clause 2, page 2, lines 21 and 22  
—Delete the words "and with whom he claims to be identical".

No. 6.

Clause 2, page 2, lines 26 to 29—  
Delete all words commencing with the word "bear" down to and including the word "passport" and substitute therefor the words "provide for signature of that person".

Mr. LEWIS: These are consequential amendments. I move—

That amendments Nos. 2 to 6 made by the Council be agreed to.

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

The CHAIRMAN (Mr. I. W. Manning): Amendment No. 7 made by the Council is as follows:—

No. 7.

Clause 2, page 2, lines 35 and 36—  
Delete the words "the names of those children" and substitute therefor the words "such of the names of those children as are supplied to him by the parent".

Mr. LEWIS: I move—

That the following alternative amendment be made to the amendment made by the Council:—

Delete the whole of the amendment, and insert in lieu, "Delete subclause (3) of clause 2."

Mr. BRADY: The Minister has virtually put into the Bill what the Opposition asked for in the first instance. The Bill is not now 100 per cent. as we would desire it, but it has at least gone 90 per cent. of the way. I have great pleasure in supporting the amendments.

Question put and passed; the Assembly's alternative amendment to the amendment made by the Council agreed to.

### *Report*

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

## **LOCAL GOVERNMENT ACT AMENDMENT BILL (No. 3)**

### *Second Reading*

MR. FLETCHER (Fremantle) [5.15 p.m.]: I move—

That the Bill be now read a second time.

I thank the Premier for giving me this opportunity of explaining my Bill. I ask the House to listen attentively to a case

which could be of considerable assistance to the majority of people represented by honourable members.

This Bill has been motivated by a desire to make possible the prepayment of rates to any local authority on an instalment basis to the mutual satisfaction of the ratepayer and the local authority concerned. Having in mind a residential rate ranging from around £14 to £30 within my own electorate, and being aware of the economic burden imposed by such a lump-sum payment, even on the basis of a first and second moiety, I wrote to the Fremantle City Council and received endorsement of my proposed measure which is now before the House. I could read the relevant correspondence, but that would only delay the House.

The purpose of the Bill is not to make possible the payment of rates by instalments after receipt of the financial year rate notice, but to do so either entirely or in part prior to the receipt of a rate notice. For example, a person might have been shopping and might have 5s., or some amount in excess, which he or she wishes to pay towards rates pending. The intention of this Bill is to make it possible for such a person to do so in a manner to be arranged between the ratepayer and the local authority.

The ratepayer could receive, across the counter of the rate office, post office, store, or other convenient place, a stamp of shillings denomination to be placed on a convenient card to be issued by the local authority, in a similar manner as hospital stamps can be purchased and pasted on a card. A ratepayer could, in this manner, have paid rates entirely or in part prior to the receipt of his rate notice.

Such a measure as this Bill should be acceptable to all honourable members in this House who are anxious to assist their respective local authorities in the collection of rates in advance; and it would relieve many ratepayers of the need and difficulty of making lump-sum settlement. A greater number of ratepayers would thus receive the 5 per cent. discount for early payment of rates, and local authorities would not so frequently be troubled with having to prosecute for rates owing.

The present Act is not specific in preventing prepayment of rates, and this Bill endeavours to place the matter beyond doubt. The Bill before us amends various sections of the Local Government Act. Firstly, subsection 542 (3) will be amended. Paragraph (a) of that subsection will remain as printed, and there will be a new subparagraph (aa) inserted to read—

(aa) the balance of the rate owing after any moneys have been appropriated under subsection (1) of section 550A of this Act towards payment of the rate;

Paragraphs (b) and (c) will remain as printed. Paragraph (d) will be amended, with words to be inserted, to read—

The time allowed for the payment of the rate, or the balance mentioned in paragraph (aa) of this subsection as the case may be.

Paragraph (e) will be amended, with words inserted, to read as follows:

The discount, if any, allowed if the rate, or the balance mentioned in paragraph (aa) of this subsection, as the case may be.

Paragraph (f) will remain as printed.

Clause 3 of the Bill will amend subsection 550 (2) on page 457 of the principal Act by adding a new subsection (3) to ensure that the 5 per cent. discount which I previously mentioned will also be available to those who pay rates in the manner I have already suggested; in other words, those who pay rates prior to the due date.

Clause 5 amends the 17th schedule on page 589 by inserting the words "amount prepaid in respect of rate" in a new column, and "balance owing" in the final column of the rate notice. This merely inserts two further columns. Regarding the fourth clause, rate stamps could be dispensed from a stamp machine over the counter at a council office or, in the case of country areas, at a store, or a branch of the post office.

For example, in places such as Kununoppin, Trayning, and Yelbini, the rates could be paid at any of these country towns to the local authority rating that entire area. In support of my Bill, I propose to read from the *Local Government Journal* of August, 1964. I will read the article quickly. On page 30 of the publication there appears the following under the heading "Stamp Machines For Rates":—

The railway town of Horwich in Lancashire will be one of the first of the smaller authorities to introduce a rate stamps scheme says the "Local Government Chronicle" (England).

Horwich ratepayers will be able to purchase specially printed 2s. 6d. orange stamps, bearing the Horwich Coat-of-Arms, from two automatic stamp machines built into the outside wall of the council offices, and supplied by Saving Services Ltd., of London. The service will thus be available 24 hours a day, seven days a week, all the year round, and ratepayers participating will be issued with booklets designed to take £30 worth of stamps.

As our average rate is in the vicinity of £30, a stamp card would be of considerable convenience. Continuing—

The intention is that the booklets should be presented at the rates office counter once, or at the most, twice in each year (at the same frequency at which payments are normally

made by the average ratepayer). It is hoped, however, that half-crown will pour with far greater frequency through the slots of the machines thus ensuring a regular flow of rate money to the local authority.

The Treasurer reports that the advantages of the scheme in addition to its novelty, would appear to be:

- (1) Ready facilities to ratepayer for regular saving to meet the rate bill at no extra cost to them;
- (2) In particular, it should enable ratepayers with limited means to start saving at the beginning of the year without imposing an undue strain on their resources;
- (3) It could provide an ideal opportunity to start saving for the following year's rate bill;
- (4) Administrative work—

And this is important. Continuing—

—and costs are kept to the minimum and at the same time, if the scheme proves attractive, there could be quite considerable savings in interest charges.

Evidently this idea has taken on. In support of that I will now read from the *Local Government Administration*, Vol. 8 No. 4, of October, 1964, page 32. There appears a brief paragraph on the bottom of this page which says:—

Following the lead set by Preston Doncaster—

That refers to the article which I have just read. Continuing—

county borough finance committee has installed stamp machines from which ratepayers can buy 2s. 6d. stamps towards payment of their rates.

The stamp machines are supplied by Saving Services Ltd., a member of Elliott-Automation Group.

There is further evidence of the need for this very desirable Bill. I have made available to the Minister for Local Government a draft copy of my Bill together with appropriate comments which I read earlier. He has assured me that he has called for a report on the Bill, and on what is sought to be achieved by it.

I am sure the House will agree that this small measure will be of benefit to all local authorities and ratepayers throughout the State. It is fortunate that my correspondence with the Fremantle City Council took place prior to the printing of the publications from which I have read, otherwise it could be assumed that the article which I read had motivated the introduction of my Bill. However the articles which I have read are of considerable help to my case.

This measure would not only benefit ratepayers in the low income bracket, but it would also be of great assistance to various local authorities in that money would come in regularly and, as I said earlier, there would not be the need to issue summonses for rates owing. I commend the Bill to the House.

Debate adjourned until a later stage of the sitting, on motion by Mr. Nalder (Deputy Premier).

## MENTAL HEALTH ACT AMENDMENT BILL

### *Council's Amendment*

Amendment made by the Council now considered.

#### *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: The amendment made by the Council is as follows:—

#### Clause 9.

Page 5, line 17—Delete the word "disorder" and substitute the words "illness, defect or infirmity".

Mr. ROSS HUTCHINSON: I propose to ask the Committee to agree to the amendment made in another place. It will no doubt be recalled that the honourable member for Subiaco brought to my attention the fact that words contained in one paragraph of the proposed new section did not accord with words, supposedly of a similar nature, in a previous paragraph. He said he would refrain from making the correction here if I gave an assurance that it would be made in another place. I promised that I would have the amendment made there, and now the amendment is returned to us. I move—

That the amendment made by the Council be agreed to.

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

#### *Report*

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

## ANNUAL ESTIMATES, 1964-65

### *In Committee of Supply*

Resumed from the 17th November, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

Vote: Legislative Council, £18,612—

MR. WILLIAMS (Bunbury) [5.32 p.m.]: I take this opportunity to bring forward matters of interest to my electorate and,

possibly, matters of interest to the State. I wish first of all to deal with the police station at Bunbury. The Police Force at Bunbury has grown considerably over the years. To give an idea of the increase in staff at the police station I point out that in 1952 there were 19 members; in 1954 there were 20; in 1960 there were 24; and in 1964 there are 31. These 31 members of the staff at Bunbury are using the building that was used in 1952, and for many years prior to that; and the building is very old and dilapidated. Although it is fairly sound in construction, I think if someone gave me a nail I could scratch my way out of it.

Mr. Craig: That has been done, too.

Mr. WILLIAMS: That is right. There are several instances of people who have escaped from the lockup of this particular gaol. The building was erected in 1852, and I believe it was the original Bunbury railway station. It is well over 100 years old, and I hope that before it gets to the 120-year mark the Minister for Police will see his way clear to providing us with a modern police station.

Mr. Craig: I am hoping to do so.

Mr. WILLIAMS: That is very good to hear. The building consists of about seven rooms in which the staff carry out their various duties, but it is not very conveniently situated in respect of the rooms. The detective office, which is shared by two detectives, consists of a room of about 20 feet by 10 feet. In this room, besides the usual chairs and tables, the two detectives have to store all their files and bits and pieces that go with their job.

There is a plainclothes member of the force, who has a room 10 ft. by 10 ft., and likewise his files and reports are stored in that room. The sergeant in charge has a room which is not very large—about 14 feet by 10 feet. He, of course, has many and various jobs to do, and many people come to see him in this room. One facet of the sergeant's room is that one window in the room overlooks the exercise yard which is used by the people who are unfortunate enough to be in the lockup overnight, or for a longer period.

There is another window which overlooks a busy street in Wittenoom Street. This is a low-level window; and it would not be wise for the sergeant to go out and leave the window open, because anybody passing by who would like to take a chance would have no trouble in getting into the sergeant's office and taking what he liked, provided he was not caught by other members of the staff. Incidentally, the office of the sergeant in charge is set aside in about the middle of the building and away from the public offices.

There is a lunch room which is being used as a reporting and questioning room as well as for the storage of general



station records. The staff would normally use that room, but cannot do so because it is used for the various purposes I have mentioned.

The staff amenities room cannot be used as such, because it is being used as a locker room; and it also houses the two-way radio which, incidentally, is on all the time in order to pick up messages that are being relayed from Perth and other parts of the State. Therefore the staff at the station have no amenities room whatsoever.

This room, where the transmitter is stored, is just alongside the public office. There is a door between the public office and radio room, and the door has to be left open all the time so that the members on duty can hear any messages that are coming through. Anyone in the public office can hear what is coming through on the radio, and I do not think that is very good. Likewise the people who are in the lockup can hear their own records being broadcast from headquarters or from wherever else the broadcast may come. The public office is not very large, being 20 feet by 15 feet; and in this room anything up to eight members of the staff are required to work at the one time at different periods of the day.

The duties of the police are many and varied; and in a town such as Bunbury, with a fairly large vehicle population, there are a number of traffic accidents, and the police are required to attend to those accidents and make out reports in connection with them, and to interview the persons concerned; and they have to hold these interviews in the public office.

Over the road from the main building is the inspector's office, which consists of two rooms each 12 feet by 12 feet. One is the inspector's room, and the other is shared by a district office clerk and a typist.

All in all it is not a very good set-up for a town the size of Bunbury, where there are 31 members on staff, or for the amount of work that has to be dealt with. As the Minister said just after I started speaking, new accommodation is under consideration; and I hope that on next year's estimates we will see provision made for the rebuilding of the present structure, or the building of a new police station at Bunbury. I suggest that the present station should not be rebuilt. The Minister has seen the station, and that may be his view as well.

I now move on to the site for the station, and I would suggest—and this is my own suggestion—that the site on which the present station is built should be used. It is in close proximity to the courthouse, and that is advantageous from the point of view of people who have been held

overnight. It is just a matter of walking across the road to the courthouse the next morning to face the magistrate.

Mr. Ross Hutchinson: Would it be large enough?

Mr. WILLIAMS: I think so, because it goes into the side of a hill; and I think possibly a couple of staff houses there could be replaced in another part of the town, and that would allow the police station to be enlarged. If the two staff houses were still required, the police station could possibly be built as a double-storey or multi-storey building.

The present set-up for keeping prisoners there is not the best. As I said earlier, give me a nail and I could get out overnight; but I do not profess to be a very knowledgeable person about lockups. I will leave the matter of the police station there, and I hope the Minister will be able to take some action in the near future.

It is pleasing to notice that according to the country edition of today's *The West Australian* the Minister for Works has agreed to the building or construction of a second land-backed wharf in Bunbury. I have spoken on this subject on several occasions in this Chamber, and I now propose to quote some figures which have led up to the proposal for the building of a second land-backed wharf; and I think the Committee will agree with me that this wharf is well warranted. These figures, which relate to the total trade, are as follows:—

	Tons			
1960	....	....	....	469,257
1961	....	....	....	554,004
1962	....	....	....	606,251
1963	....	....	....	583,004
1964	....	....	....	691,142

The 1964 figures show a fair increase over those of the previous year, and I would suggest that in the present year of 1964-65 the Port of Bunbury will handle in excess of three-quarters of a million of tons of total trade. I base this assumption on figures supplied to me by the Department of Industrial Development as a result of my asking for them some six weeks ago. The tonnage will comprise mainly the export of mineral sands. The production of mineral sands is increasing rapidly in your electorate, Mr. Chairman; we simply handle it through the port. It is believed that there will be the following production in the next 12 months:—

	Tons	
Western Mineral Sands, Capel	....	100,000
Ilmenite Minerals Pty. Ltd., Bunbury	....	40,000
Western Titanium N.L., Capel	....	178,000
Cable (1956) Ltd., Bunbury	....	100,000
Westralian Oil Ltd., Capel	....	72,000

These figures add up to a total of 490,000 tons of mineral sands which it is believed will be produced and exported, the majority of it through the Port of Bunbury, in the coming 12 months. This will be an increase of 222,320 tons on the export figure of mineral sands through the port in 1963-64.

Shipment of just ilmenite would mean on the basis of the average loading of 10,000 tons per ship, roughly one ship per week from the port. With the advent of the bulkhandling facilities which are nearing completion on the first land-backed wharf, the maximum loading rate will be about 800 tons per hour.

Even if we accept that the average loading rate will be in the vicinity of 600 tons an hour, this will enable the ships to be turned around more quickly; but, at the same time, the first land-backed wharf is being used at the moment exclusively for the import of phosphate rock, and sulphur and chemicals to do with the manufacture of fertiliser.

Mr. Davies: Will there be rail access to those wharves?

Mr. WILLIAMS: Yes, rail access will be provided to the first wharf, and to the second wharf when it comes into being. One of the problems is that at that point between where the rail would come round the western end of the harbour there is a gap to where the rail would lead to the first land-backed wharf. If the honourable member refers to this morning's newspaper he will note where the second land-backed wharf will be built. The second wharf, incidentally, has the rails set into the decking of the berth, so it is anticipated that rail access will be provided to this berth one way or another. It is indeed possible that it will be provided after the second land-backed wharf is built.

Mr. Court: It is part of the wharf project.

Mr. WILLIAMS: Yes, as the Minister says, it is part of the wharf project. Rail access will be provided to both the first and second land-backed wharves. This provision has to wait until such time as the second land-backed wharf is built.

Coming to my next subject of technical schools, I have heard the honourable member for Albany mention the possibility of a university being established in his new State.

Mr. Hall: Hear, hear!

Mr. WILLIAMS: Or perhaps just out of Albany if they do not form a new State.

Mr. Guthrie: You mean the Right Honourable the Prime Minister, do you not?

Mr. WILLIAMS: The honourable member may be the Prime Minister if they form a second State, but I will not be there to find out.

Mr. Hall: They will have a new university college.

Mr. WILLIAMS: I believe that Bunbury has a very good case for the establishment of a university. In general terms, the logical lead-up to the establishment of a university would be the provision of a university school for tertiary education and a teachers' college; and then, with the passing of a few years, a university could be built. Bunbury has reached the stage where it is ready, I believe, for the establishment of a tertiary technical school.

The present technical school has been in operation for only two years, and the figures which I obtained in answer to a question asked in this House will enable me to convince honourable members with the possible exception of the honourable member for Albany, that Bunbury is just about ready for the establishment of a full-time tertiary school. I asked the Minister for Education what was the number of student hours for 1963, and he advised me that they totalled 67,947 for the whole of that year. In 1964, up to the time I asked these questions, only two terms had been completed, and the student hours for those two terms totalled 84,409. So on that basis, if we average the figures out, we can expect that for the complete year of 1964, the Bunbury technical school will have had about 120,000 student hours spent within that school.

In 1963 the staff numbered seven; but in this year, 1964, it has increased to 11; and in the following year another two teachers will be appointed: one will be a deputy principal and another will be a lecturer in commerce. This will make a total of 13 on the staff. As I am an *ex officio* member of the school advisory committee, I can recall that some months ago, Dr. Williams, who is in charge of the technical school section of the Education Department was in Bunbury one evening discussing various matters with the members of the committee, and I asked him how long the present technical school, erected on its existing site, would serve Bunbury, and he estimated that it would be from seven to 10 years.

Therefore, from this information and the various reports obtained from the principal of the technical school, it is obvious that the school has nearly reached saturation point. I believe, in general terms, that the maximum number of student hours that could be handled at the school would be something of the order of 140,000 to 150,000, so with the expected 120,000 student hours this year, it can be easily seen that the school is nearing its maximum capacity. I would suggest to the Minister for Education that he instruct the members of the sites committee and the Director-General of Education to have a close look around Bunbury for a new site on which to establish a new tertiary technical school.

Not many more buildings could be erected on the present site, because of its restricted size, and also because it is possible that a road will be erected on one side of the site. The number of subjects available at the Bunbury Technical School in 1963 was 51, and in this year they have increased to 83. The subjects taught are many and varied. There is the normal trades section of the school in which are taught fitting and turning; welding; motor mechanics; radio; and woodwork or carpentry. In addition one can take courses in typewriting during the day, and in the night classes, dressmaking, shorthand, mathematics, and the usual run of subjects are taken by those students who leave school a little earlier than usual—as I did myself. They return to night school and are able to study these various subjects whilst continuing to work during the day and paying their way at home. Thereby they advance their standard of education.

As I have said, there are 83 subjects in all available to those students who are interested. That serves as sufficient proof to the Chamber of the need of the establishment of a new technical school in Bunbury, and I therefore hope the Minister for Education will give serious consideration to this request. I know that over two years have elapsed since the present technical school was opened, but I also know that the people of the Bunbury district are most anxious that a new tertiary technical school be established, and they have proven they are willing to support it.

In speaking to my final subject, I point out that during the session I asked the Minister for Works some questions on the "Slippery When Wet" signs which are usually erected on a highway when repairs or construction work is being done. This matter came to my mind whilst I was driving along the Bunbury Highway to Perth. Several sections of the road had been torn up for re-laying. After the road has been re-formed and the primer sealing coat had been applied, it appeared to me that the "Slippery When Wet" signs were very close to the section of the road that had been treated. I consider that in the early stages of the re-forming of the road, or in the weeks following the application of the prime sealing coat, the road does not have to be wet to warrant the erection of signs, because I have felt the back of my vehicle sliding and swaying whilst travelling at a reasonable speed on these roads, and I know of other motorists whose vehicles have spun completely around once they have reached this section of road.

I asked the Minister what distance was considered necessary between the end of the re-formed road and the point where the "Slippery When Wet" sign was erected. At the time I asked the question I had stopped my car at one of the signs, which appeared to be about 30 or 40 yards from

the end of the re-formed section of road; but in answer to my question the Minister replied that the usual distance, on an open country road, between the end of the re-formed road and the point where the sign was erected, was a minimum of 300 feet.

The question was answered on Thursday, and on the following Tuesday, when driving back to Perth, I noticed that all the signs had been taken further back from the primed section of road and that, of course, gave a motorist a little extra time and greater warning of the dangerous section of road which lay ahead of him, thus avoiding the necessity for his putting his foot on the brake. As honourable members know, one of the worst mistakes one can make when approaching a dangerous section of road is to apply the brakes, because one's vehicle will immediately skid or spin. With those remarks I thank you, Mr. Chairman, and the Committee, for the audience you have given me this evening.

**MR. TONKIN** (Melville—Deputy Leader of the Opposition) [5.55 p.m.]: Earlier this evening the honourable member for Claremont seemed most anxious to obtain some information on the future financial prospects of the State Engineering Works. I therefore most seriously regret his temporary absence from the Chamber because he will be deprived of the opportunity to get the information he so eagerly sought.

These works have been a landmark in Western Australia, and for a number of years have made a solid contribution to the Treasury.

**Mr. Nalder**: Won't they continue to do that?

**Mr. TONKIN**: Oh, no! If the Minister will be a little patient I will show him how those works will be hamstrung, and that is the point the honourable member for Claremont was concerned about: whether the works would continue to make the profit they had made in past years; whether they would break even, or show a loss.

By some remarkable process of reasoning the Minister for Industrial Development came to the conclusion that if these works did less work they would not make any less profit.

**Mr. Court**: I did not say that.

**Mr. TONKIN**: But I cannot come to that conclusion myself as I will endeavour to show the Committee.

**Mr. Court**: There is no need for them to do less work.

**Mr. TONKIN**: They will do less work all right, because one of the components of the establishment will be knocked completely out. Therefore it will not be possible for the works to do the same amount of work. That is obvious to anyone in kindergarten. On page 219 of the 1964 Auditor-General's report it is shown that

the profit from these works from the 1st July, 1944, to the end of this financial year, was no less a sum than £911,778. Then, if we consult the financial returns which were tabled this year we will find in Return No. 26, on page 24, that the profit made by these works in 1959-60 was £39,789. In 1960-61 it was £44,855; in 1961-62 it was £62,466; in 1962-63 it was £62,000, and in 1963-64 the profit was £69,261.

It is frequently stated by those who support the Government in office that State enterprises are a burden on the Treasury, and therefore the Government is justified in disposing of them. That may be true with regard to some of the State enterprises; that is, that they have been a burden on the Treasury. But this particular State enterprise has made a substantial financial contribution to the Treasury, and I remind honourable members that the works are subject to the proper methods of accounting which apply to an ordinary private business enterprise inasmuch as they have to charge interest on capital and make provision of amounts appropriate for depreciation.

It is only in recent years that the works were permitted to retain a proportion of their profit for the purpose of expanding their capital installation and therefore expanding their capacity for doing more work for the community.

Mr. Brand: This, of course, is since they have been the State Engineering Works. This does not go back to when they were the State Implement Works?

Mr. TONKIN: No. I would say from 1944 onwards. During the war, when the engineering establishment was called into operation to do something for the war effort, it was indeed fortunate not only for this State but also for the nation that we had considerable engineering capacity situated where it was. Very often vessels limped into Fremantle Harbour and they required attention, because of snapped propeller blades, parts of engines broken broken propeller shafts and so on. The State Engineering Works was able to effect repairs, and the men worked around the clock to get the vessels fit for service.

I remember the great contribution made by the works in the manufacture of track links for Bren gun carriers. This had not been attempted in Western Australia before. A lot of heartaches was occasioned, but in the end the State Engineering Works triumphed, and it was able to make a marvellous contribution to the war effort by the output of these parts. In the records one will find testimonial after testimonial from the British Navy and the American Navy, commenting on the value of the work which the works had done.

The morale and *esprit de corps* among those engaged in the works is equal to that in any other establishment, as a result of the leadership they have had over

the years. The morale has been excellent, going back to the time of Mr. Shaw. The workers have been very fortunate in having excellent management; the management has been an inspiration to the workers, and it has been able to organise them so that there has been a minimum of industrial trouble. There has always been a strong desire on the part of the men to do a good job in the interests of the works and of the State.

Mr. Court: That is not being interfered with.

Mr. TONKIN: It has been destroyed.

Mr. Court: Nonsense!

Mr. TONKIN: It is all right for the Minister to say that; but if he had been at the works yesterday, and had heard what the men said at the lunch-time meeting, he would have a different opinion. I repeat that their morale has been destroyed.

Mr. Court: Only because you are encouraging that thought.

Mr. TONKIN: I expected that comment from the Minister. That is his usual line. He does not listen to the argument. He just throws this sort of comment in.

Mr. Court: It is true.

Mr. TONKIN: It is not true. Far from my encouraging them in that way, the first approach in connection with this matter was made by the men to myself following the announcement of the Minister's proposals. And what proposals they were! A responsible Minister of this Government, an accountant to boot, told the deputation that the State had sold to Doncaster Hadfield some machines for £10,000, but he did not know what machines had been sold.

Mr. Court: Yes! we did. Stick to the facts!

Mr. TONKIN: When I asked a question as to what machines had been sold for £10,000, he said he thought I would ask that question.

Mr. Court: I told you.

Mr. TONKIN: He did not supply the answer. He said he did not know. He said the machines would be selected.

Mr. Court: Within a prescribed list. They could not go beyond the list.

Mr. TONKIN: This afternoon the Minister said it was intended that the company should take the lot.

Mr. Court: The company will take the effective part of the forging plant, but not every item that is listed.

Mr. TONKIN: The sale of machines with associated equipment will mean the clearing of the forging section of the workshops completely. Of course that is the Government's intention; that was the inducement to Doncaster Hadfield to

bring it out here. It was given a guarantee that it did not have to worry about the State Engineering Works doing the forging work, because the Government would see to it that those works were not in a position to do forging work, by taking away the machines.

One of the machines was the Keiserling upsetting machine which the Minister told us was installed in 1952-53, and which had a book value of £6,179 at the 30th June, 1964; but it had cost £11,788 to purchase. When I asked the Minister what would be the probable price today of a similar machine the usually well-informed Minister said he did not know. He could not ascertain from any source the probable cost, but I could. With my limited facilities I could find out the probable cost of replacing the machine, but the Minister could not. His answer was that a reliable figure was not immediately available, and country of origin would influence the price. That is very useful to anyone seeking information.

Mr. Court: That is very true.

Mr. TONKIN: That is a lot of help! The probable price for replacing this machine today is £18,000.

Mr. Court: I can tell you that you can get a much cheaper one than that, depending on where it comes from—Germany, England, or Japan.

Mr. TONKIN: The Minister can tell me now, but why could he not then?

Mr. Court: Because you wanted an answer that day. I have made some inquiries since.

Mr. TONKIN: Quite frequently when answers are not available on the day they are asked, the information is supplied subsequently. I have had answers given to me two months after the questions were asked.

Mr. Court: I gave you the answer.

Mr. TONKIN: The Minister did not.

Mr. Court: I did.

Mr. TONKIN: A useless answer to anybody wanting to know the figure: that a reliable figure is not available!

Mr. Court: The agents gave an indication there could be a difference of several thousands of pounds.

Mr. TONKIN: Let us work from the basis that the cost of replacement is £18,000.

Mr. Court: That is your figure.

Mr. TONKIN: It would be the Minister's figure if he were honest.

Mr. Court: That could be the highest figure.

Mr. TONKIN: Here is a machine which cost £11,000 in 1952. It is not one which will readily deteriorate, because it is of very solid construction. Its book value

exceeds £6,000, yet the total cost to Doncaster Hadfield for 11 machines and associated equipment will be £10,000.

Mr. Court: That is still good value.

Mr. TONKIN: It is good value to Doncaster Hadfield. There is not the slightest doubt about that. It is marvellous value to the company. Not only does it get 11 machines for £10,000, but it is also guaranteed no competition from the State Engineering Works.

Mr. Court: But the State Engineering Works is part of the company.

Mr. TONKIN: The absence of competition is worth more than £10,000 to the company. That would be worth £10,000, without the machines.

Mr. Court: You get some distorted arguments.

Mr. TONKIN: Any company which proposes to come to Western Australia and engage in forging work would gladly pay £10,000 to have the best equipped shop in the State doing such work knocked out as a competitor.

Mr. Court: The State Engineering Works is part of the show.

The CHAIRMAN (Mr. I. W. Manning): Order! I cannot allow this cross-conversation. The honourable member must address the Chair.

Mr. TONKIN: If you, Mr. Chairman, are fair in relation to the matter, you will agree that is what I have been attempting to do for some time. So we get the situation where the policy of the Government is deliberately designed to knock out the State Engineering Works' capacity to do forging work, in order to attract Doncaster Hadfield to Western Australia. So it is a guarantee of no competition.

Can anyone imagine a worth-while firm coming to Western Australia to set up a new business being interested in buying secondhand machines, some of which are more than 20 years old? Of course it is just laughable. The company is not interested in the machines; all it is interested in is to stop the machines from working, and to ensure that they do not continue to function. If that is worth something to the company then it must be worth a great deal more to the State Engineering Works; but the Minister does not see it that way. He believes that the capacity of the State Engineering Works to make profits will not in any way be interfered with.

Mr. Court: I tried to tell you by interjection that we are already negotiating for some work which can be much more important than anything that will be taken from the works.

Mr. TONKIN: The Minister expects the State Engineering Works to be able to make as much profit as previously when it is shorn of part of its capacity. What

the Minister overlooks is that the works have undertaken forging work for some big engineering establishments in the city, which cannot do the work themselves. They have sent the work to the State Engineering Works, because they know they can rely upon the efficiency of those works to do the job well. In future all such work will go to Bassendean, as will the work from the Fremantle engineering establishments. The work which shipping companies will require to be done will also be sent to Bassendean. I am more than surprised to hear the Minister say that Sir Frederick Samson has not lodged a protest. I am absolutely astonished, because I am informed that he has.

Mr. Court: I shall send you a copy of his letter. I have asked for copies to be sent to me this evening.

Mr. TONKIN: I have already spoken to someone who has seen the letter and also a copy of the Minister's reply, which contains the usual lot of words.

Mr. Court: It is factual. I have asked for copies of both letters to be sent here tonight so that you can see them.

Mr. TONKIN: That will be of little use to me then. I am told that Sir Frederick Samson pointed out in his letter to the Minister that if it was the Government's desire to increase the forging work in this State, the place for doing it was at Fremantle. The Minister will know whether or not that is mentioned in the letter.

Mr. Court: He was not saying that by way of protest.

Mr. TONKIN: Did he say that?

Mr. Court: He mentioned about increased industry in the Fremantle area, which is logical for him to do. I have commented on this point, as you will see from my letter.

Mr. TONKIN: If the mayor has pointed out that the place to increase the forging capacity is at Fremantle, he is not exactly supporting the removal of that work to Bassendean.

Mr. Court: I did not say he was.

Mr. TONKIN: The impression which the Minister sought to give was that Sir Frederick Samson asked a few questions about increased forging work.

Mr. Court: He said in his letter that he was not *au fait* with the position and was enclosing a copy of the circular.

Mr. TONKIN: The next time I see Sir Frederick Samson I shall ask him straight out whether or not he has protested to the Minister.

Mr. Court: Before then you will have a copy of his letter. In view of your request, I phoned my office to see if they have received any protests from the Chamber of Commerce in Fremantle, and I was assured none has been received.

Mr. TONKIN: If a protest has not been lodged by the Chamber of Commerce then it is more than likely the protest will be coming. My information is that a protest has been lodged. I understand that the Chamber of Manufactures called for a survey from the engineering establishments in Fremantle to find out to what extent they were dependent on the work being done at the State Engineering Works. No doubt when that organisation is in receipt of the information it will have something to say about the matter. I have been told that the Chamber of Commerce has protested, but the Minister says it has not.

*Sitting suspended from 6.15 to 7.30 p.m.*

Mr. TONKIN: The champions of private enterprise take advantage of every opportunity to emphasise the very great efficiency of private enterprise as against the alleged inefficiency of State enterprises. Here is an excellent opportunity to test that theory out because the employees of the State Engineering Works want nothing more than the chance to compete in the open market with any other engineering works which like to set up in competition.

I have often heard it said that competition is the soul of trade. Let us have some here. Do not let us, by government policy, stifle the State Engineering Works and remove it from competition, but let us enable it to compete in the open market with this new firm and see how they both get on. I am not at all afraid of the result; but it is clear the Government is, and so is this new firm of Doncaster Hadfield. The trouble with that firm is that it is scared of the competition.

Anyone who has followed the work of the State Engineering Works will know that they get no special privileges. They get no handouts, but their result is achieved in competition with other people engaged in the same or a similar line of business. It cannot be argued that they get cheap money or that they do not pay interest on the money invested or that they do not write off depreciation. They do all the things they would be required to do if they were a private business. So why not let them compete in all the fields of engineering as they have been doing up to the present instead of saying, "Oh no! We are going to take away your forging capacity completely. We are going to remove you from that field of engineering so that the work available may be done by Doncaster Hadfield."

No thought is given to the economics of the position or as to whether after the works have been knocked out, the cost of this forging work will be increased. No thought is given to that. But obviously that is the inevitable result; otherwise the new firm would not be worried about the State Engineering Works. It would be

confident in its ability to get the work in competition and turn it out efficiently and cheaply.

But, of course, that does not suit the Government's book, and so it adopts this method of so-called sale of machines to the new firm for the express purpose of removing the State Engineering Works as a competitor in this field. No thought is given to the inconvenience which is likely to be caused to businessmen around Fremantle, or to the extra cost involved for them. Not a thought about that at all!

If the Mayor of Fremantle has not protested against this, as the Minister says, then I am very surprised indeed, because Sir Frederick Samson has always stood out as a champion of the port and as someone who advocates its interests. If he is prepared to let this policy be put into operation without raising a protest, he has certainly changed his attitude; and I refuse to believe that. I absolutely refuse to believe it because I know him so well.

Mr. Court: Of course he wants industry down there. He is always on the go for it, and I admire him greatly for what he does.

Mr. TONKIN: I thought the Minister said he did not protest.

Mr. Court: You can have the letters.

Mr. TONKIN: I ask: Was it a protest or not?

Mr. Court: It was not a protest in the way you mean. He sent a copy of the letter and virtually asked me for an explanation.

Mr. TONKIN: What the Minister said was that Sir Frederick did not protest, but asked questions.

Mr. Court: He said he was not *au fait* with the position.

Mr. TONKIN: Now the Minister is hedging.

Mr. Court: Not at all.

The CHAIRMAN (Mr. I. W. Manning): Order!

Mr. Court: I am trying to be helpful.

The CHAIRMAN (Mr. I. W. Manning): Order! There have been enough interjections.

Mr. TONKIN: I assure the Minister that I do not need his help; but he may need some. For the life of me I cannot see the justification for this type of policy. If this is such a wonderful firm which is coming to do all this forging work, why cannot it stand up to the competition of the State Engineering Works? Let it knock the State Engineering Works out from this field if it can. It does not want the machines. It wants the State Engineering Works out of the field.

Mr. Graham: That's it!

Mr. TONKIN: And this is the way to do it, and although the Minister does not believe it has affected the morale of the men, I can assure him they are all disturbed about it—very much disturbed—and they cannot see the justification for it in any shape or form.

I wish to make some remarks about the Government's decision, or the decision of the State Electricity Commission, to establish a new power station at Kwinana which will be constructed to burn oil instead of coal. Some remarkable features are involved in this. Normally when a Government makes a decision to spend some millions of pounds in the establishment of a power station, it is most anxious to make an announcement about it. I speak from experience. Such decisions are not kept in cool storage, but are announced as quickly as possible.

Now what has been the position with regard to this decision? We have been told it was made last December and it would not have been announced even when it was, which was only a few weeks ago, if the information had not leaked out. So what is the explanation for the departure from policy in connection with this station, when governments of all colours on previous occasions have been anxious to announce such important developments, but in connection with this statement the Government's desire was to keep it secret?

Mr. Nalder: Nothing of the sort.

Mr. TONKIN: Will the Minister give an explanation as to why no announcement was made for almost 12 months?

Mr. Nalder: You would have done exactly the same under the circumstances.

Mr. TONKIN: I would not.

Mr. Nalder: You certainly would have.

Mr. TONKIN: The Minister has no right to make up his mind as to what I would have done.

Mr. Nalder: A decision on the site had not been made and it still has not been made; and the information leaked out.

Mr. TONKIN: Of course it did! That is what I said. It would not have been announced yet, if the information had not leaked out.

Mr. Nalder: It would not have been announced until the site had been fixed.

Mr. TONKIN: The important thing is not the fixing of the site a few yards this way or that. The important thing is that it was decided to build it at Kwinana and that it would burn oil. Those are the important things.

Mr. H. May: And it was decided to keep it quiet.

Mr. TONKIN: Yes; it was also decided to keep it quiet. But, as the Minister said, it leaked out. Announcements of previous

decisions to build power stations have not had to leak out, for a very obvious reason. I believe the reason behind this decision is a very generous offer on behalf of the oil company which it suits to make the oil available.

Mr. Moir: You've hit the nail on the head.

Mr. Nalder: That is your opinion.

Mr. TONKIN: The excuses given to Parliament in recent days for not disclosing the price of oil are very weak indeed. We can know the price of coal, but we cannot know the price of oil. We can know the price of petrol round about the place, but we cannot be told the price the Government is paying for oil. Therefore there is only one conclusion to which we can come and that is that it is a special cut rate being offered in order to get the business; and that is apparently the only consideration.

It is a remarkable thing that we in Western Australia should be turning our eyes more and more towards oil and against an indigenous product like our coal at Collie which makes such an important contribution to the economy of Western Australia.

Mr. Nalder: And will continue to do so.

Mr. TONKIN: No it will not if this Government continues with its policy.

Mr. Nalder: Yes it will.

Mr. TONKIN: One would have thought that when the Railways Department, because of economic considerations, went in more and more for diesels—with the result that as a consumer of coal it did not count for very much—the Government would go out of its way to do something to ensure a greater consumption of coal elsewhere.

Mr. Court: That is what we have done.

Mr. Nalder: That is exactly what is happening.

Mr. TONKIN: Instead of that it is going to accelerate the downward trend or, in other words, it will put the skids under Collie.

Mr. Nalder: Don't talk rot!

Mr. Court: There is a greater consumption of coal than ever before in the history of Western Australia.

Mr. TONKIN: It is easy for the Minister to sit there and say "Don't talk rot." because he has had such a lot of experience of it.

Mr. Nalder: I am only going on the facts, that is all.

Mr. Court: The increase in Collie coal consumption for S.E.C. needs will double between now and 1970.

Mr. TONKIN: That is what the Minister says. If we can place as much reliance on the Minister's statement in this

connection as we can place on other statements he has made then we can afford to ignore it.

Mr. Court: That is what the S.E.C. says.

Mr. TONKIN: Let us see the trend elsewhere. This is not guesswork, but actual facts.

Mr. Hawke: That's what we want—facts.

Mr. TONKIN: I have in front of me a map of the United States which shows the country crossed and crossed again with oil pipelines—hundreds of them—in all directions and from place to place. But despite that fact, and the fact that the United States is such a great producer of oil, and has got these facilities for the cheap transport of oil, the forecasts are not that oil will be a competitor with coal, but that the only serious competitor will be nuclear power. The forecast is that the use of coal will increase more rapidly than the use of oil or natural gas.

I have with me a publication called *Electrical World* and this is the June issue for this year. In it there is a table indicating the fuel requirements of the United States electrical utilities, and it goes on to illustrate that it is anticipated there will be a 7.5 per cent. annual increase in the consumption of coal, but only a 6 per cent. increase in the consumption of oil or natural gas. I propose to read this journal. I quote—

Electric utilities will burn 495 million tons of all fuel in 1970—174 million tons more than 1963. Specifically, utility fuel requirements will increase from 211 million tons of coal in 1963, to 323 in 1970, an average annual increase of about 7.5%. The increase in oil will be from 22 million tons (coal equivalent) to about 32, an average annual increase of about 6%. Natural gas will move up from 85 to 122, or an average annual increase of about 6%.

Residual oil shows percentage gains ranging from a high of 87% in the South Atlantic region to a low of 5% in the Pacific area. Sizeable gains will be only in Florida and on the eastern seaboard. The latter however, is questionable, says Forsythe, because of Consolidated Edison's recent decision to use coal at Ravenswood. On the other hand, changes in residual oil importation restrictions could make significant alterations, particularly along the Northeast Atlantic Coast.

Coal's list of new customers has grown to at least 15 in the past three years. This includes three co-ops (Eastern Shore, Basin, and United Power), which are entering steam generation for the first time. It also includes two public power districts



(Salt River and Central Nebraska); two municipals (Clarksdale, Miss., and Colorado Springs), and eight investor owned utilities. These are: Arizona Public Service, Arkansas-Missouri Power, Mississippi Power & Light, Nevada Power, Public Service of New Mexico, Montana Power, Arkansas Power & Light and Mississippi Power Co. Beyond this, says Forsythe, is the intention of one oil firm to enter the coal field. Richfield Oil Co. plans to mine coal and generate power. Does coal have any competition?

Nuclear shows definite potential of making inroads into coal's market. Because of this, its possible coal's 7.5% growth rate (previously mentioned) can falter in this decade. Another competitor, Canadian Hydro, coupled with EHV lines, threatens coal's market in all areas within economic reach. So far we've covered only the 60's. What about the next decade—the 70's?

It will be one of the most competitive for the utility fuel market. Nuclear investment in research and development by manufacturers and government will affect costs, thus exerting mounting pressure on the fossil fuels. Where will the competition be the hottest?

Gas and oil have little chance of breaking into new areas, says Forsythe. In fact, gas may lose business to coal and nuclear in its own producing territories. However, gas does endanger some of coal's markets. Where? Miles distant from gas producing wells, where dump gas is sold on an interruptible basis. At the present time however, the biggest gas threat comes from the western Canadian border states, where nine lines from Canadian gas fields may make low priced gas available to some utilities, while markets in the high priced domestic and industrial areas are growing. Oil seems to have little hope for growth in demand, except in Florida.

Competition will be sharpest between coal and nuclear. The biggest factors affecting fuel choice will be utility plant site locations and fuel costs. "Since nuclear has yet to prove many points concerning total cost, and since there are many questions about government participation, it would appear that at least some decisions will have to involve speculation. Likewise, coal and transportation also will have to make claims based on yet unproven techniques and theories," says Forsythe. What else is in store for the 70's?

It seems quite sure that electric utilities will build more generating capacity than they now have and fuel costs for this new capacity will climb

over 2 billion dollars, although everything possible "and some things that now seem impossible," will be done to keep fuel costs down. For example, coal will concentrate on improving mine efficiency. In 1975, the most efficient coal mines may have a productivity five times greater than the present average. Result: labor costs per ton of less than 50 cents—compared to today's 2.00 dollars plus.

New merchandising techniques will be developed to lower the sales cost per ton. Also to be developed: new co-operative techniques with industry concerned with the cost of generating a kwhr. New patterns are already developing in ownership of railway coal cars. The trend is developing towards purchase and ownership by coal companies and electric utilities. According to Forsythe, "Coal companies may find it beneficial to enter into ownership of unloading and handling equipment at plant sites. Coal companies may even find a few mine sites where it may prove best to generate and sell kwhrs."

Railroads and waterways are making every effort to reduce costs, says Forsythe. And the potential cost reduction could hit up to 50 per cent. "It's significant that coal, rails and barges have heavy leverage when competing for new plants and rate reductions achieved through new techniques can be made applicable to all present tonnages.

The actual results for the 70's really depend partly on unforeseen developments. But basing the future on today's trends, it seems likely that the next decade lies somewhere between the figures shown in table A and B (page 31). So, by 1980 the figures for coal will be, for example, 545 million tons or 400 million tons. It'll either be 60 per cent. or 44 per cent. of the market—but a gain in either case. With nuclear, it'll be either 110 million tons (CE) or 370 million. It'll be either 12 per cent. of the market or 41 per cent.—but in both cases, tremendous gains.

Instead of making a decision to turn its back on the coal reserves of Western Australia, and build a station to burn oil, the Government should be exploring every avenue to make coal cheaper so that it will be able to compete with the low-priced oil which is on offer to the Government. That is where the Government's energies ought to be directed—

Mr. Hawke: Hear, hear!

Mr. TONKIN: —In the railways, in the handling of coal—the more expeditious handling of it—and in the techniques used in the mining of coal. If the same energy is directed towards decreasing the

cost of coal in Western Australia as is directed towards the finding of oil, and the using of oil, this State will be much better off. The time may come when other fuels will completely supersede coal, and if we do not use up the asset that is there now it will be valueless. So sound economics would suggest that we keep our people at work and use our own natural resources while they are of value so that when the period is reached when some more attractive fuel is available we will have used up that asset and it will not be redundant.

To make a decision now to build a station which will burn oil and which obviously will become the base station for the future is, in my opinion, a wrong decision. The pattern which is always followed is that when the S.E.C. decides to build a new station it selects a place where the economics are an improvement upon those at its existing base station. South Fremantle was built in order that it could meet the requirements of the State, and it was built in a place where it was considered the economics would be an improvement on the economics of East Perth. Although a lot of money was spent at South Fremantle, immediately the Bunbury power station was built that became the base station and men were put off from South Fremantle, and some of the turbines were left idle.

Men came to me and complained that they were threatened by the S.E.C. that if they did not agree to go to Bunbury to work they would lose their jobs because jobs were no longer available at South Fremantle. When Muja is ready to go into production it will become the base station; because, being on the site of the coal, it will be cheaper to generate power there, and so Bunbury will decline in the same way as South Fremantle has declined, and Muja will be the base station and the generation and distribution will take place from there. Then in due course, when Kwinana is built, on whatever site is chosen for it, 10 yards this way or 10 yards that way, it will become the base station burning oil and so the major power generation in Western Australia will be carried out with oil and not coal. These other stations will fall back in production. Every attempt from this side of the House to get an inkling of the cost of oil to the Government has been met by refusal or subterfuge.

Mr. Hawke: Mostly subterfuge.

Mr. TONKIN: The Government will not disclose the price being paid to make it possible to determine whether a deliberate attempt is being made by the oil companies to oust coal from the market or whether it is not.

Mr. H. May: They are just afraid to tell us.

Mr. TONKIN: If it pays other countries—where there is plenty of oil available, and where adequate provision exists for its transport and disposal—to develop their coal resources, and to reduce the cost of coal production, surely it is worth while for Western Australia to do so.

A recent report of the Joint Coal Board shows the concern with which it views the situation in Australia; and the fact that it is prepared to employ special methods in order to encourage the consumption of one of our products shows that this body is concerned. What is the policy we follow with other products? If we were to apply the strict economic rule to a lot of the things we produce, we would have a lot of people going out of production. We subsidise butter to keep the dairy farmers on their farms; we subsidise the wheatgrowers to keep them on their farms; but in regard to coal, apparently the policy is to be that we will do nothing to improve the economics of this industry, because we have been offered some cheap oil.

In my view it is decidedly against the interests of the State, and it is a policy which ought to be reversed. From time to time we hear it said that the Government is in favour of decentralisation.

Mr. H. May: What a myth!

Mr. TONKIN: This policy does not square with that. After reading the utterances of the Minister for Industrial Development I wonder whether he really knows the meaning of the word. I quote from *The West Australian* of the 7th November, 1964. The heading is "More Work and Less Talk: Court".

Mr. Court: Fair enough.

Mr. TONKIN: There is one thing about it: the Minister was courageous. I will say he sets a good example himself, because he does plenty of work; but he also does plenty of talk.

Mr. Hawke: He is very silent about the price of oil.

Mr. Nalder: He will be running a close second to the Deputy Leader of the Opposition.

Mr. TONKIN: But he has not as much to talk about as I have.

The CHAIRMAN (Mr. I. W. Manning): Order!

Mr. TONKIN: Every day this Government is doing something that ought to be talked about.

Mr. Brand: Hear, hear!

Mr. Court: Of course.

The CHAIRMAN (Mr. I. W. Manning): Order!

Mr. Brand: It ought to be given headlines.

Mr. TONKIN: In the most condemnatory fashion. This extract makes most interesting reading. It states—

Industrial Development Minister Court hits out at critics of the Government's decentralisation policy . . . I have not been conscious of it myself.

Mr. Court: It is going from Esperance to Wyndham—everywhere you like to look.

Mr. TONKIN: The article continues— . . . at the annual South-West conference here today.

Despite the Minister's advice to the conference it carried certain decisions.

Mr. Court: I well remember your going to the same conference when you were Minister, and you objected violently that it took no notice of what you said. I thought you put up a very good case, but the conference took no notice of it.

Mr. TONKIN: It is so easy for the Minister to sit there and make a general statement; but when I ask him to be specific, as I do now, he will be speechless.

Mr. Hawke: Impossible!

Mr. TONKIN: The article continues—

The conference decided to ask the Government to appoint regional decentralisation committees and a Minister for Decentralisation.

That is what the Labor Party proposes to do—to appoint a Minister for Decentralisation, just as they have in New South Wales.

Mr. Graham: About next March.

Mr. TONKIN: To continue with the article—

Mr. Court, who opened the conference, said it was time people got off their soapboxes and got down to some hard work.

There was far too much of the attitude of: What is the Government doing about it?

"I notice there is a suggestion there should be a Minister for Decentralisation," Mr. Court said.

"Such a Minister would prove to be a first-class farce. All the Ministers are dedicated to decentralisation."

Mr. Court: They are in this Government.

Mr. TONKIN: Like the Minister for Electricity, who is going to put a new power station at Kwinana.

Mr. Court: He is putting £20,000,000 into Collie.

Mr. TONKIN: It is a principle of government in democratic countries that when a Minister goes to a conference he represents the Government, and when he expresses utterances as a Minister he expresses Government policy. So it had to

be assumed that this was a declaration of Government policy—that a Minister for Decentralisation would be a farce.

Mr. Hawke: I think the Premier wrote it for him before he went down.

Mr. Brand: That is right. A Minister for Decentralisation would be about as practicable as some of the other suggestions.

Mr. TONKIN: When I asked the Minister for Industrial Development upon what criteria the Government had arrived at this decision he could not get out from under fast enough. He was at pains to say that no Government decision had been made on this matter, and he implied that it was his own opinion. I want to tell the Minister that it is to be assumed when he made an utterance of that kind on a fundamental matter he was declaring the policy of the Government; and if he were not he should have been asked to resign.

Mr. Hawke: He probably was.

Mr. TONKIN: He should have been asked to resign in precisely the same way as Bury was asked to resign when he made a declaration in connection with the Common Market.

Mr. Court: That is stretching it, even for you.

Mr. TONKIN: There is no distinction.

Mr. Brand: We can achieve decentralisation without a special Minister.

Mr. TONKIN: Of course, by putting a new power station at Kwinana.

Mr. Court: By having a mighty station at Collie, that we are actually building.

Mr. TONKIN: However, despite the eloquence of the Minister for Industrial Development—and one cannot deny that he is eloquent—he did not persuade the conference against passing the resolution that a Minister for Decentralisation be appointed. I take it from what the Premier said a few seconds ago that the Government has no intention of following out its decision.

Mr. Brand: The Government will make up its own mind.

Mr. TONKIN: I thought it made it up a few seconds ago.

Mr. Brand: That is right.

Mr. TONKIN: That being so, all I want to do is to show the difference in policy. The present Government believes there is no need for a Minister for Decentralisation and we believe there is; and if given the opportunity we will appoint one; and I venture to say such a Minister will ensure that no decision like the one to build a power station at Kwinana to burn oil could be made—not if he were a Minister for Decentralisation worth his salt.

Mr. Lewis: Worth his coal.

The CHAIRMAN (Mr. I. W. Manning): Order! The Deputy Leader of the Opposition has one moment to go.

Mr. Hawke: What about the interjections?

Mr. TONKIN: I suppose it would not be unfair to give me some time off by way of allowance. However, I think the interjections assisted me rather than hampered me so I make no such claim.

MR. HALL (Albany) [8.50 p.m.]: Following on the humorous interlude I think it will be rather hard to capture the attention of my audience. I would like to say a few words in the wearying hours of this session. I gather from the Ministers and the other members of the shadow cabinet that we are not likely to prolong this sitting unduly. One of the points that struck me very forcibly was the unbalanced hours that Parliament seems to adopt when considering legislation. Many of the Ministers, and honourable members on the front bench—what we term our shadow cabinet—together with the parliamentary staff, the *Hansard* staff, and the members of the Press, who have to continue writing through these long hours, must find it very tiring indeed.

Only recently we witnessed the introduction into this House of a Bill dealing with parliamentary superannuation. I wonder whether we should not have extended it—particularly when we work such long hours and are subjected to such stress and strain—to include perhaps a funeral benefit fund! I do feel that we should follow the example set by the Commonwealth Parliament; that we should work along similar lines and sit for reasonably set hours. We would then be able to get down to some reasonable thinking which would enable us to expedite the legislation on the notice paper.

I would like to strike a note with the Minister for Health with reference to the medical nursing training centre at Albany. I raised this subject last year, and the Minister said that we did not seem to have enough patients of the type or variety required. I do not know what he meant by that, but the implication in his reply was quite apparent. This is very hard to understand particularly when we envisage a modern hospital, which has doctors equal to those in any other part of the State, and equipment which is as good as that found anywhere.

It is difficult to understand how the medical fraternity can look at the picture and say, "Yes, it is time we started to enlarge our activities there." Many years ago it was suggested that the Albany District Hospital should be a training centre for fully-fledged nurses instead of just catering for nursing aides. I refer

to a question I asked on the 8th August, 1963, of the Minister concerned. It reads as follows:—

- (1) As the Albany Regional Hospital is of very modern design with the latest equipment, can he advise why Albany has not been declared a training centre for nursing staff?
- (2) Is it the intention of the department to set up the Albany Regional Hospital as a training centre for nursing staff, and if so, when is it likely that training will commence?

Mr. ROSS HUTCHINSON replied:

- (1) This hospital has been used for the training of nursing aides for about six years; but the intake of patients, particularly those with acute illnesses, has hitherto not been sufficient to justify using the hospital for the wider purpose of training general nurses.

I do not know what type of illnesses we are supposed to have in Albany that one would not have in another portion of the State. Perhaps we are exclusive, but I do not know. I would say the reply was supplied to the Minister by his department so I do not entirely blame him for it. He would rely on information that was made available. The Minister went on to say—

- (2) This matter will be reviewed periodically, but no indication can be given at this stage as to whether or when the hospital will be brought into use as a general training centre.

I am led to believe from medical evidence—just as the Minister has to rely on it—that what we require is an additional senior sister to carry out the training duties. We also have periodical visits from the metropolitan area by specialists who make these visits to carry out this specialised work in country centres. There is no practical reason at all why one additional sister could not be appointed. The accommodation is there; and the quality of material on which to work is equal to or better than that in any other portion of the State.

We also lose a lot of young people from the district; and this applies not only to Albany, but also to Bunbury and Geraldton. I think Geraldton is privileged in having a training centre for nurses in a very outmoded and outdated hospital, but they still carry on. We have the medical fraternity to carry out lectures and there are periodical visits by specialists which could coincide with the lectures when they were being given to male or female nurses. Therefore I cannot see any reason why a training centre for nurses should not be established at Albany.

If we had a full training centre for nurses, eventually a resident medical officer would have to be appointed; and portion of his time could also be taken up in lecturing and attending casualty cases that come in from time to time. I do not see any reason why this could not be done in a very up-to-date hospital. I can only keep reiterating what I have been saying so that Albany will receive its just reward and so that young nurses can be trained in country centres. It would also be a step towards decentralisation. It would be simple to implement without any great cost to the Government.

On Tuesday, the 10th November this year I followed my question up once again after which I did see a little bit of daylight; and the department seems to be more realistic in 1964 than it was in 1963. The question was as follows:—

- (1) Has he given consideration to reviewing his previous decision on the using of Albany Regional Hospital as a general training centre for nurses and, if so, what is the decision?
- (2) If not, will he reconsider that decision, bearing in mind the modern facilities available, population intake of the area, and specialist visits to the hospital?

The Minister replied—

- (1) and (2) The future of nurse education is at present being actively investigated by the Nurses' Registration Board and until important decisions have been made regarding the pattern of nurse training, it is not practicable to alter the present status of hospitals in this respect.

I thank the Minister for the reply in 1964 as it was certainly an improvement on the reply given in 1963, and I look forward with some hope that the medical fraternity is looking further afield in order to bring equality to the country nursing sisters, whatever their mode of work may be.

I wish to refer to another point with which the Minister for Industrial Development, who is in charge of the shipping, would be acquainted. I refer to dwindling cargoes which have been puzzling Albany—and perhaps the Minister, too—for some time. I make direct reference to interstate cargo. I have an article here which appeared in the *Albany Advertiser* on the 2nd July, 1963, under the heading "Dwindling Cargoes Puzzle Customs Minister." The article is as follows:—

Albany could not stay on a main sea route and remain neglected, the Federal Minister for Customs and Excise, Senator D. Henty, said in Albany on Friday.

It was very important that Australia should develop the areas away from capital cities—

I reiterate that phrase—away from capital cities—

—as a nuclear attack would wipe out these cities.

That reminds me of what the Leader of the Opposition had to say a few moments ago in regard to the establishment of the power house in the centralised portion of the State. Continuing with the article—

The prime targets of a surprise enemy attack would be the capital cities and once they were gone there would be no places large enough or with enough facilities from which to fight for the rehabilitation of the country.

Senator Henty, who was speaking at a civic reception, said he was puzzled by the decreasing tonnages of general cargo coming into the port of Albany. He could see no reason for dragging goods around to capital cities and then wearing out roads and railways to deliver the goods that had virtually passed Albany's front door.

This applies equally to Esperance, Albany, and Bunbury. I will not go any further with the article because it only reiterates his outspokenness in the first portion. As a result of this, and many requests from myself, the Chamber of Commerce, and private traders, the Minister for Industrial Development—who is the Minister for shipping—made a very extensive investigation through his department. The findings of that investigation were very revealing and showed that the great percentage of our cargo—about 80 per cent.—which is going through the port of Fremantle or is coming by rail or road to the metropolitan area, is broken down from the containers and then sent out into the country areas.

The railways are running at a deficit, and yet we find that concessional freights are given on rail transport. Although they receive these concessional freights, we have to bear in mind the initial freight on these commodities when they go through the port of Fremantle. So it does not matter what concessional freights are given, the people in the country areas have to pay an added cost for the commodities they purchase. It is obvious that these big transport firms and haulier firms are working on the advantages given by the railways to the detriment of the outer ports of the State.

In my opinion the Minister is between two fires in this regard. He is out to win trade for the railways, so he gives these concessional freights for the bigger cargoes in containers; but the point is overlooked that these freights are being carried by the railways and increasing its deficit;

and it is also to the detriment and disadvantage of the outports, and State shipping.

If the railways would allow a concessional freight from Albany, goods could go in the direction of Wagin and Narrogin and the railways would not lose very much. In fact, the deficit would be less. There is a close link between the hauliers and McIlwraith's, who are making a high profit. McIlwraith's was a couple of million behind, but is now £6,000,000 in front in shipping assets; and this must be to someone's detriment.

The State Shipping Service is proving conclusively that the traders in Albany have a grudge. It has been argued that the schedules are not consistent enough to allow these traders to order in particular quantities when they would like. This is borne out by the coastal service around the northern part of Australia, touching the Eastern States and then bringing cargoes to the outports. The *Koolama* in April brought 269 tons; the *Koojarra* in June, 353 tons; the *Koojarra* in August, 408 tons; the *Kangaroo* in October, 420 tons; and the *Delamere* in November, 696 tons. That proves conclusively that there is a drift in trade because the service has not been stepped up. I have figures here showing the imports into Albany by sea. The figures have been taken out of a report compiled by the Minister's department. In 1954-55 imports of interstate cargo into Albany were 25,681 tons; in 1955-56 they fell to 5,952; in 1956-57, they were 4,751; in 1958-59, they were 4,569; in 1960-61, they were 4,567; in 1961-62, they were 3,540; in 1962-63, they were 3,240, and in 1963-64, they fell to 2,792. So we see the direct liaison between the shipping through the port of Fremantle to the detriment of the outports and the concessional rail freights that are adding to the deficit of the railways.

I would ask the Minister for shipping to bear these figures in mind with a view to regulating the service to the outports. It has been proved that if traders can be positive of the dates when ships will go through the port of Albany, they will place large orders and disperse the goods to different areas. So why not channel the traffic through Albany as is done at Fremantle? Bunbury could possibly advance the same argument, although I do not know the set-up there.

The position at Esperance is the same as it is at Albany. The most complimentary remark I can pass in relation to the State Shipping Service is that I believe it will expand to great magnitude and it will result in a breakaway from monopoly and dictatorship; but this will not be the case if the State ships are going to bypass these outports, resulting in added freights and centralisation in the metropolitan area.

It has to be tackled from that point of view because we have to approach the subject as it appears in its true perspective. I do not wish to say any more on that matter. However, I should tell the Minister that traders in Albany showed a resentment at the report. I will not say that the resentment was directed entirely at the Minister; because, as the Leader of the Opposition said, the Minister was fearless in bringing the matter to light. We should see the true picture of this monopoly control which is trying to dictate the policy of this State and of the Government. I warned the Minister to do whatever he could to break down this monopoly. I do not think it should be in the hands of these interests when the Minister is trying to secure business for the railways.

With regard to the question of a power house at Albany, the Deputy Leader of the Opposition recently spoke about our natural resources. The honourable member for Collie claims that Collie has been murdered. Both honourable members have sensibly sounded a note of warning. They have asked why we should not use the raw commodity which is available, because it may not be of the same value in a few years' time.

Regarding the use of pulverised coal, if there were a changeover to oil in a few years' time I do not think the conversion would involve very much. It would not involve a great feat of engineering for that conversion to take place. If we used our raw material, we could rehabilitate the town of Collie. In connection with the establishment of another power house at Albany, I raised several points with the Premier, and he said that he would be good enough to look into the matter.

However, if we have a power house at Albany, why did I mention earlier that we should make use of coal? We have modern transport and modern methods of hauling, and if we can haul our grain, then I see no reason why we should not haul coal at an economical price under contract hauling.

I can recall the time when coal was hauled from Collie for use in the woollen mills at Albany. The coal was hauled on the back of trucks, and pulverised coal could also be hauled from Collie to Albany under contract haulage. Road trains have now entered the haulage field. Wheat is being hauled by road; so why cannot coal be hauled under similar conditions? Pulverised coal would pack as neatly as wheat and other grain, and we could haul our coal economically from one point to another.

I turn now to the matter of blackouts which have affected Albany from a commercial and domestic point of view. We have long lines of transmission. It is not so bad if blackouts occur only once or twice, but when people wish to expand

industrially they look to the economics and they insist on continuity of electricity supply without any interruption. Many processes operate for 24 hours, and if there is any breakdown of power their losses are tremendous. In the matter of industrial expansion we need both water and power. Those services are necessary for any industry.

I realise that the Premier has difficulties and that he is bound by Cabinet decisions. There was an article in *The West Australian* to the effect that the Premier should have another look at the overall picture. *The West Australian* was dealing with the matter from the point of view of the whole State rather than from the point of view of just Albany. However, these are two sides of the story which have been put, both sides asking Cabinet and Government to give further thought to the establishment of these additional power houses.

Constant power failures disrupt the commercial and domestic life of Albany, and mean added costs to all concerned. Our long lines of power transmission are vulnerable to weather and winds. That fact cannot be disputed. The Minister for Electricity knows how many meetings he has attended in Albany and he knows of the colossal losses incurred in industry by the disruption of supplies of refrigerated goods. At one stage, when we had a blackout lasting for many hours, the sewerage system broke down completely. There was not enough water in the pipes or reservoirs to fight a fire. We have a growing population of 14,000, and we can well imagine what could happen in 24 hours if the sewerage failed and if fire-fighting equipment were not available because of the lack of water. It would be a State catastrophe.

We had one catastrophe this winter in the south-west corner of the State. The people in the area had a very worrying time. The State as a whole was concerned about the matter, which was borne out by the amount of voluntary collections and government aid. The Government was definitely concerned. If we had a breakdown of our power supplies, hygiene could be thrown to the wind. There would be losses to industry; and if this happened would people consider there was any security in remaining in an outer or decentralised area? I would say they would not, because they would feel that it was not a sound investment.

So long as we pursue this policy we will find that decentralisation will be much harder to achieve than just speaking about it. Decentralisation is a remarkable word, but it is hard to implement and put into practice. If we get down to practical thinking and enable people to obtain these services easily, then we will attract more industry and we will achieve decentralisation.

I have covered my point regarding decentralisation of industry being hampered because of the uncertainty of supplies. My fourth point concerns agricultural development in areas north, east, and west of Albany, and the development of towns adjacent to Albany. I could begin with Mt. Barker, and then proceed to Denmark, Manjimup, Gnowangerup, Wagin, Dumbleyung, and so on. I see no reason why those places should not be able to expand industrially. In the past the big problem was lack of water, but that problem is slowly being solved. If the people in those towns could be assured of electricity they would remain, and small industries would spring up. That fact has already been borne out in many places.

I recently visited Merredin, where there exists a high community spirit, although there are not many industries. The people in Merredin have a high community spirit and plenty of drive. That is evident in view of the adverse conditions under which they have achieved progress. I see no reason why the towns I have mentioned should not be developed.

I was recently invited to attend a meeting of Country Party members, when one of the matters mentioned was the lack of housing. One point which struck me forcibly was that someone could occupy a house for many years and have served a road board faithfully for many years. The road board might then appoint a new employee, and the old employee would be forced to leave the district and migrate to a centralised area and perhaps obtain a pensioner's cottage or a house. In that event, we would have lost one citizen and also one house; and if an industry were involved, we would have lost an industry.

If that trend is allowed to continue unopposed we will find that we will never establish industries in these small areas, because people will not remain. Lose one employee and we will have lost one house, and one family. That employee will migrate to a centralised area and he will have been lost to decentralisation.

These towns should have the same advantages as exist in the metropolitan area. I have aimed at this in a motion before the House dealing with electricity. My motion deals with the provision of electricity for decentralised areas.

My other point is in connection with the establishment of a naval base for the defence of Western Australia. In my opinion it should be established in what is known as Frenchman's Bay. The depth of water at the shallowest point is 70 ft. and the depth in other places is unknown. This bay could house the biggest fleet in the world and there is natural virgin country alongside. With modern docking facilities, a naval base in that area would provide for the protection of the Western Australian coast, which is essential at this time.

These are hazardous waters. We have to plan ahead. It is no good establishing a naval base in the firing line. If we established it at Kwinana, then with all the industries which are there we would have the best bonfire in Australia. If this naval base is to be established, we will have to have the power, roads, and water. There is a large area of natural terrain at Frenchman's Bay and there is cheap land abutting on to the area. After all, we hear a lot these days about civil defence.

Reverting to the question of establishing power houses in country areas, if we did that we could switch over from one power house to another if anything happened. If all our eggs were in one basket we would have only the eggs which we already have. Unless we work towards decentralisation we will be heading for the last roundup and total destruction. An enemy could destroy all our major industries and our power houses, and wipe out our major population centres; and the best portions of our State would be untouched.

Mr. Sewell: We should have a power station at Yardarino.

Mr. HALL: I do not know about that, but we could get our oil from Yardarino, if necessary.

Another matter I wish to mention is the tracking station. We hear a lot about tracking stations. Recently a few doctors went to the Antarctic to carry out some research there. A tracking station would be the only link with the Antarctic, and it would be the only means to pick up a suspected enemy from that quarter. Albany is well situated for the establishment of a tracking station as it has a high range of mountains in close proximity. This matter should be very much in the thoughts of the Government when it plans for the whole State.

I heard the honourable member for Bunbury speak tonight about a second wharf for the harbour there. I had a look at the picture of Bunbury Harbour in today's *The West Australian*, but I could not find any harbour. There looks to be a bit of a sandbank and a berth there, but no harbour. Nevertheless, that is Bunbury's worry and responsibility, and the people of that district will have to fight for their rights. If the Government keeps going the way it is, the honourable member for Bunbury will not have to fight at all.

Albany wants further development in regard to a foreshore road and a third berth. This all ties up with the supply of electricity. We want a continued supply to make sure we will retain our industries and get development in the region; and when we visualise the region we have to visualise regional planning.

I asked some questions on this subject, and I misdirected them to the Minister for Agriculture. He referred them to the Minister for Lands. My questions were with reference to regional development and what might happen in the next 30 years, and what land would be needed; and what proportion was taken up for rivers and reserves. The Minister for Lands said this information was not compiled by any department. He will find the answers to his questions in regard to town planning and regions—

Mr. Bovell: They were not my questions.

Mr. HALL: They were my questions, but I was only seeking verification of the fact that one department was at loggerheads with another. This brings me back very forcibly to the time when the Premier told the honourable member for Pilbara that we should get together and liaise more when we asked questions. I think the departments should get together and liaise in respect of planning. When we start to build a house we commence with a plan; and if we look at anything we look at the foundation to start with. Regional planning will show what we are aiming at in regard to what will happen in 30 years' time.

In other words, the regional planning of these smaller places is really what the honourable member for Stirling was talking about the other night when he was referring to a new State, because a region is actually a State within a State. The honourable member intimated that this land was being developed and that we did not want any more. Good Lord! Let us take our own State! Who developed this State before we started? Let us take the other States and the Commonwealth before there was any secession! I believe our railways and all our other utilities and services were paid for by our forefathers, and we will pay for others out of taxation.

Whatever section we may decide to take over as a separate State let us see what we are going to get out of it and what equity we will get. I am pounding tonight for a power house because I feel the centralised vested interests are dictating policy to the Government to the detriment of the State. Therefore we are forced to expound here this evening; and, as other honourable members will have to do, I am trying to make the Government realise its responsibility, and that it will have to decentralise or perish. That is what we are up against. We have to tackle this matter sincerely and not just brush it off.

I am aiming for power houses to be established in the southern portion of the State so that they can distribute electricity to Esperance and the goldfields and can link back again with the existing supplies so that if anything goes wrong in any portion of the State there will be a power house operating in some other portion. The Premier might laugh, but the position is serious.



The honourable member for Bunbury was advancing reasons for the establishment of a university in his area. I say there will be only one cultural centre in the State, and that is Albany. That is where educational standards will be raised.

We have also seen where the Director of Education says that educational deficiencies are a worry of the department. When I brought this matter before the Minister he replied that he could not have a third training school or a university at Albany because secondary education had to be associated with the university, and he could not have a training college at Albany without a university. That is utter rot. There is nothing to stop young people attending a training school for a certain period and then finishing off at a university. It is utter rot that the Premier is going to keep on with the same policy that I have heard advanced here tonight and that we have read about in the paper.

I wish to refer to an article which appeared in *The West Australian* of the 14th November, 1964, and I want you, Sir, to excuse the expressions I use because they will not be mine but those that are printed in the paper—

**Varsity Chiefs Gutless, Says Victorian Professor**

Gutless university vice-chancellors, and ill-informed members of university lay councils are partly to blame for the poor state of Australian universities.

He elaborates on the fact that unless we think more broadly in regard to education and the decentralisation of our academic colleges, we will run into trouble. That only exemplifies what I have propounded; namely, that we should establish university training colleges in country areas and retain in those areas the people who already live there instead of sending them to the metropolitan area at cost to their parents. They could go through their initial period of training in their own area and finish off at the university. The university training college could cater for the first three years of their training, and they could finish off their last two years of their academic education at the university. I reiterate my previous remarks that if we are going to decentralise we have to think about three items: education, electricity, and water.

Another point I wish to touch on is one I have taken up with the Minister for Police, and it concerns concessional vehicle licenses for pensioners. Many requests have been made in this connection, and I believe we are one of the States that extend this privilege. Other States are in the throes of trying to adopt our pattern; and certain conditions are laid down such as those concerning the T.P.I. or invalid pensions. A person has to have these

qualifications to be considered by the local authority, which refers the matter to the Commissioner of Police; and many of these cases are referred to the Minister for Police.

The point that strikes me significantly is that a T.P.I. pensioner can enjoy this privilege yet a service pensioner with a disability cannot enjoy the same privilege. That disturbs and worries me. These people have been disabled through war service, but they only get a disability pension. They are classified as service pensioners and are ineligible for the concessions about which I am talking because of the income they receive as a result of their disablement from fighting for their country.

The most treacherous feature in connection with concessional licenses was the move by the Commonwealth Government two or three years ago when it transferred the individual pensioners on to the age pension without the consent of the persons concerned, thereby depriving them of any concessional rights they had. Why was that done? Because it was felt there were too many privileges? No; it was for one reason—namely, to try to force them to earn some form of income which would debar them from entitlement to many concessions. A great number of these persons are semi-invalids but are classified as aged pensioners and are debarred from having concessional vehicle licenses.

Is that justice? These people knew nothing of the Government's move. They cannot get work because of their disablement, and if they could get work they would lose their entitlements; and these are servicemen disabled because of war injuries. They receive this slight income—this measly pension—and it bars them from the license concession. Many of them are cripples and are incapacitated. They need to have someone to drive them around.

The Government should remember that when pressure was brought to bear on the Commonwealth Government it yielded in respect of telephone rentals for these people and allowed a concession of 33½ per cent. These are points the Government should look at very carefully.

I will not weary members any more. I am glad they have tolerated me for as long as they have. I repeat that if we are going to decentralise, the three points I have mentioned tonight must be adhered to.

**MR. O'CONNOR (Mt. Lawley) [8.58 p.m.]:** At the beginning of the session I had the honour of moving the motion for the adoption of the Address-in-Reply, and during my speech I devoted most of my time to dealing with the traffic accidents on the roads in Western Australia, and I now intend to spend a few minutes on the same subject again.

Unfortunately the accident rate in Western Australia this year has been far too high. We know it is difficult to get the desired results; and I think every honourable member knows they cannot be achieved by the Minister and his department alone, or by the National Safety Council alone, or by the Press alone. The responsibility lies on all these groups and on every member of the community. It is up to everyone to pull together to see that in the future a more satisfactory position is achieved.

One of the reasons I have risen to speak tonight is the large number of people who have been killed on our roads as a result of the consumption of alcohol. Last night I put a question to the Minister, and he indicated that 39 of the fatalities that occurred this year were either wholly or partially due to alcohol. Possibly there are others that could not actually be said to have been caused by alcohol but where alcohol was a contributory factor, and as a result the figure might be higher than it is thought.

Among the group killed through alcohol were a number of young people, and that concerns me considerably.

Mr. Graham: The 39 is a portion of a total in excess of 200.

Mr. O'CONNOR: If it was 3, it would still be plenty.

Mr. Graham: That is so.

Mr. O'CONNOR: We must endeavour to reduce the number.

Mr. Graham: I do not want you to overlook the 80 per cent. because of the 20 per cent.

Mr. O'CONNOR: I know about that. I have already spoken on the subject this year and I then dealt mainly with the other 80 per cent. I do not want to go over all that ground again. I have made certain suggestions with regard to vehicle checking and other things.

Mr. Graham: Do that next session.

Mr. O'CONNOR: I hope I will be here to be able to do just that.

Mr. Graham: I think so.

Mr. Brand: There is not the slightest doubt about it.

Mr. O'CONNOR: I am concerned that a number of our young people are being supplied with alcohol, because this is causing a considerable number of the accidents on the roads. These young people in many instances are being brought before the courts and in some cases are not being treated as severely as they should be, but in other cases they are being handled reasonably severely.

During the weekend honourable members no doubt noticed in the Press an article headed "New Police Plan for Juvenile Drinkers". This is a plan evolved by the police whereby first offenders have

the opportunity of appearing before the court or attending a lecture which instructs them on the evils and ills of drinking. The first article I saw on this matter during the week stated that 65 offenders had had their names taken for under-age drinking during the past few months, and that 30 of them would receive notices to attend the first lectures. If 65 of these youngsters had been apprehended, there were certainly more than 65 who had obtained liquor and who were driving motor vehicles afterwards. The newspaper article to which I have been referring ended with the following words:—

The scheme did not change the system of dealing with the supplier of liquor to a juvenile.

A later article published in the Press suggested that the parents of these offending youngsters should be requested to attend the lectures in company with the offenders. I would go further and suggest that those who supply liquor to these juveniles, if apprehended, should also be requested or forced to attend these lectures, because these people are equally responsible for the number of accidents which are occurring on our roads and which involve many of these young people. However, because of the difficulty in catching these people they avoid the responsibility of sharing the burden that is rightfully theirs.

I know of one instance of three youths aged 15 and 16 years, who stole a motor vehicle, drove to a local hotel, bought half a dozen bottles of beer, and were then seen by the police driving down the street whilst consuming the liquor and obviously under the influence. The police chased them and they headed out towards Yanchep, and the youths during the course of the chase fired upon the police with a .303 rifle. Surely those people who supply liquor to juveniles are responsible to the same degree as the youngsters that are involved in the numerous accidents. I fail to see how these youngsters of such a tender age can be supplied with liquor.

Only in this morning's paper I noticed a report of a magistrate criticising the licensee of a hotel in Subiaco for supplying liquor to under-age drinkers. The penalty for this offence under the Licensing Act is in the vicinity of £20, but the offence they have committed could result in the death of a number of persons on our roads. I am not saying that this happens in all cases. As a matter of fact, during last week, whilst in a hotel I noticed that one young fellow was refused a drink because he was considered to be under age. Nevertheless, there are certainly a large number of people who are supplying liquor to youngsters. This is obvious because of the large number of young people who are being convicted either of having liquor in their possession or of being drunk.

At this school which has been established by the Police Department, Dr. Rollo and Inspector McDonald did indicate to the youngsters who had been apprehended that about 6,000 lower court convictions in Perth last year could be attributed to alcohol. I should say that that is a large number. Another newspaper article published in *The West Australian* of the 24th November, 1963, supplied the following information:—

Research into fatal traffic accidents in the metropolitan area in the past 14 years where the fatality had occurred within 12 hours of the accident had shown that 44.4 per cent. of the dead people had alcohol in their system.

Even in yesterday morning's issue of *The West Australian* there is a headline indicating that four girls and three youths were injured in a motor vehicle accident. Reading further down this article, one finds the following paragraph:—

A carton of bottled beer was found in the luggage compartment of the car and other bottles were found in the passenger area.

Possibly this is another accident that could be attributed to drinking by under-age people.

I congratulate the Commissioner of Police and the Minister on the action they have taken in starting this school, but I consider that if there is need to discourage these young people from obtaining and consuming alcohol, there is certainly need to discourage the suppliers of alcohol who sell it to these youngsters. It is amazing how a few harmless drinks can result in many youngsters finishing up in the courts or in hospital.

Mr. Jamieson: At what age did you start drinking?

Mr. O'CONNOR: When I consumed a few drinks whilst under age I did not drive a car. The question asked by the honourable member is a fair one. In reply I would say that practically all honourable members of this Chamber have consumed alcoholic liquor at the age of 18 years, but in their day, after consuming a few drinks, they boarded a tram and went home. However, the position is quite different today. Those youngsters under age who consume alcohol in many instances also drive motorcars; and, as honourable members know, whilst a car is not under proper control it can become a lethal instrument. It is in these instances that accidents happen on our roads, and it is because of this trend that I have made these remarks.

I think that probably 90 per cent. of the youngsters today would consume alcoholic beverages, but it is what they do afterwards that is important, and what concerns me most of all, is that hotels are supplying children of the age of 15 and

16 with alcoholic liquor. In putting forward this case I am not trying to be a spoilsport, but if the trend of the road toll continues in the way it has continued in the past few years, between the 10th December of this year and the 2nd January, 1965 another 25 deaths will have occurred on our roads.

Mr. Craig: Do you consider that the drive-in bottle departments have aggravated the position?

Mr. O'CONNOR: Yes, I do. The fact that these youngsters can drive into a drive-in bottle department attached to a hotel and obtain bottles without proper check being made on them, would certainly aggravate the position. As I have said, if the road toll continues at the rate it has during this year, then between the 10th December and the 2nd January, 1965, 25 more people will die on the roads in the metropolitan area.

I also believe that a complete check of all the vehicles in the State should be made. I hope that steps will be made in this direction in the not too distant future and that a complete check of all registered vehicles will be carried out. I also appeal to the Minister to do everything he possibly can to keep the motorcycle patrols on the roads to the fullest extent possible between now and the end of the Christmas period. If this is done, I feel sure that the mere presence of those patrolmen on the roads will assist to keep a check on the speed of motorists and will result in the saving of many lives.

People must be continually made aware of the fact that any assistance they can give to reduce our road toll is their responsibility. For instance, we know that newspapers have endeavoured to make the public aware of this ever-growing problem. They have regularly published articles in their columns over which appear large headlines and they highlight where the various accidents have occurred. If the Police Department kept a record of the various types of accidents in barometer style, it could supply the information to the newspapers so that they could print it and so keep the record of the accidents continually before the public's eye. Whether this would have some effect on reducing the road toll I do not know, but it would not do any harm.

I again appeal to the Minister to keep as many patrolmen on the roads as possible during the next six or seven weeks, and if those officers are successful in apprehending any persons who supply liquor to youngsters under age they should show no leniency to them.

MR. HEAL (Perth) [9.10 p.m.]: I am aware that the Premier feels that he will finish the session about 4 a.m. tomorrow.

Mr. Brand: You can be assured that you will be back here on Tuesday next.

Mr. HEAL: I wish to say a few words on the time that is spent on debates in this House. In leading up to that point, I also consider that the length of our Parliaments is too short. When the people of Western Australia elect a government it should remain in office for at least four or five years. In England and the United States of America, which are much older countries than ours and which have had a great deal more experience than we, the Legislatures are elected for five years.

A term of three years is far too short for any government to be in office, because it usually takes about 12 months for an incoming Government to settle down and a further 12 months to implement its policy; and during the next 12 months before the next election it does not have sufficient time for its policy to eventuate. However, to bring about an extension in the term of office of a government there would have to be agreement between all parties to include such a move in their policies before going on the hustings.

I feel sure the present Premier, and the Leader of the Opposition, who served as Premier for six years at the head of a Labor Government, will agree that for the first three years a government is only settling in.

I also believe that more Ministers should be appointed. Honourable members only have to look around the Chamber to notice that the Ministers present are looking very wishy-washy; and they are getting very edgy during certain debates. I do not say that in jest, but in all sincerity, because the Premier himself, as head of the State, carries out a tremendous job, and he knows the same as anybody else does that after the completion of a session he needs two or three weeks' holiday to recuperate in the same way as certain members of the Opposition needed it when they were members of the government.

In advocating that additional Ministers should be appointed, I believe that a Minister should be responsible for only one portfolio, instead of holding one major portfolio and two minor ones. Further, two or three junior Ministers without portfolio should be appointed, and should occupy seats in the Legislative Council. I consider that in the Legislative Assembly where governments come and governments go, the Ministers holding portfolios should be situated in that Chamber. I am suggesting that because, when any member has a housing problem, for instance, the Minister for Health, who acts for the Minister for Housing in this Chamber, is at a great disadvantage in dealing with the problem that is raised on the spot. No-one expects him to know the answer, and no-one can depend upon him to know the full ramifications of the portfolio of housing.

If a member raises a housing problem in this House, the Minister for Health is obliged to consult the Minister for Housing in another place; and only after spending some time with him and making a few notes, is he able to answer the questions that are raised in this House by honourable members. I feel certain that the Minister for Health will agree with me on that. Conversely, the same applies to the Minister in another place; he is not conversant with all the ramifications of the portfolios that are held by Ministers occupying this Chamber.

Therefore Ministers without portfolios could be of great assistance to the Ministers in Cabinet. They could also fill the breach when a Minister holding a portfolio is absent on leave or is out of the State on some important business. Honourable members know that Ministers are often obliged to go overseas to make investigations on certain projects, which is a very important part of their duties, especially if they are successful in their missions. In view of the fact that our State is growing rapidly, and the fact that Australia as a whole is growing, we have noticed in recent years that the Commonwealth Government has appointed additional Ministers to cope with the ever-increasing duties that are being carried out by the Ministers already holding portfolios. I believe that after the next election the Premier of Western Australia would be well advised to give this matter serious consideration and include it as a plank in his platform when making his policy speech.

I also hold the opinion that we should have two sessions of Parliament in the one year; but under our Standing Orders as constituted, that would be futile; because, in view of the latitude given to members in debate, we would find that the two short periods would develop into two long periods and we would be spending more time in the House than we have done in the past by having only one session. If it were agreed that Parliament should hold two sessions in the one year we could set a starting and finishing date as is done in the Commonwealth House of Representatives. Of course, if the debate on any one problem became too prolonged the gag would have to be applied; but, on the other hand, a better standard of debating would result, because members would take more time in preparing their speeches. This is the only avenue that could be followed if we had two short sessions of Parliament. I commend the suggestion to the Premier for his consideration with a view to his giving it support.

I would also like to advocate that a Minister should be allocated the portfolio of sport, or sport and youth combined, as has been done in some overseas countries. In my opinion steps should be taken to bring this about as soon as possible. One

might ask what the Minister for sport would do, and how finance would be made available for the carrying out of the necessary functions. Whether or not people like it, sport plays a major part in our lives. Starting off with the small school children, during their school periods they are given certain time off for exercise or games. I presume this is done mainly to relieve the tension of study and to brighten their minds before starting their studies again.

In the teenage stage, when children attend high schools and universities they are compelled to participate in sport during certain periods, such as football, cricket, or swimming. This relieves the tension of their studies, and their minds and bodies. In adult life, when people are engaged in business or conduct businesses, they take part in various sports. In recent years health studios have been established in this State to serve their needs. Many middle-aged people play tennis or squash, to relieve the tension of their office work. By participating in sport they are able to perform their duties in a more efficient manner.

The money which is made available to the Minister for sport could be used in association with local authorities, in establishing better sportsgrounds, changerooms, and other facilities. It appals me to find that at Langley Park, where sport has been played for many years no changeroom is provided. In the first year that I became a member of Parliament I advocated something in that direction, but up to the present time people who participate in sport there are still requested to change in the toilets, or in some small rooms off the main street. In an oval at Floreat Park, which has just been completed, first-class toilets have been provided; yet when football or cricket is played there the participants have to change in those toilets, because no changerooms are provided.

Mr. Jamieson: Toilets costing £50,000, yet nowhere to change.

Mr. HEAL: That is so. At Perry Lakes stadium there seem to be more toilets than there are spectators. Ratepayers of the City of Perth should bring some pressure to bear on the councillors to allow Perry Lakes to be used for other sports, so as to bring more spectators to the stadium and provide more revenue to the council. At present it costs the Perth City Council about £50,000 a year to run this stadium, and this is met out of the ratepayers' money.

Let us consider how money could be raised to assist sport. I refer to an article which appeared in the *Sunday Times* of the 9th August. It is as follows:—

Western Australians are believed to be mailing to England £1 million a year in British soccer pools.

This is an estimated proportion of an astonishing £7 million invested annually in the pools by Australians.

The Australian subscription is a tenth of the money subscribed to the British pools each year.

The pools have become big business, so big that Australian promoters are stepping into the field.

Soccer authorities here have been notified of intentions by at least two promoters to run Australian pools based on the British idea.

One Adelaide promoter has told soccer interests in Perth he will have 100,000 coupons ready for distribution within three weeks.

Soccer in this State already scores handsomely from soccer pools.

The federation gets £2,000 a year as a cut from an annual £15,000 paid to Australian soccer by the British pools.

The previous Government of this State legalised S.P. betting, but when the present Government came to office it socialised the industry and set up the T.A.B. Since that time the Treasury has benefited considerably from the large sums of money derived from that source; similarly the racing and trotting clubs have benefited very greatly. At one time the Deputy Leader of the Opposition attempted to have the unclaimed dividends held by the T.A.B. paid into a special pool with a view to assisting various charities, but his move was unsuccessful. The use of unclaimed dividends on the provision of sporting amenities would be one way to overcome the present difficulty.

If the Government is prepared to set up the T.A.B., why does it not conduct a football pool on our own national game? If the Government were to create such a football pool it would net hundreds of thousands of pounds in the first year, and I am sure that in future years the amount would creep into the millions. I advocate that some of this money should be allocated to football organisations which provide the sport. Many people think they are very wealthy bodies, but I should point out that after the local authority deducts at least 25 per cent. of the gate takings, and after wages and expenses are met, not very much is left to the organisations conducting the sport.

Many sporting clubs now have liquor licenses, but under the Act it is very difficult to channel money into directions other than the provision of amenities for the club. If the Government were to institute a football pool in Western Australia, people who are now betting through the T.A.B. or who are sending money away to the soccer pools in England will use that money on our own football pools. Money should not be sent out of Western Australia; it should be retained here to

benefit the people. This is a matter which could be looked into in future years.

I would now like to comment on a different subject. It concerns the relationship between the Liberal Party and the Country Party of this State. What I have to say is not personal, and once I am out of this Chamber I class all honourable members as my friends. In my view a State is better served by a government consisting of only one party, whether it be the Liberal, the Country, or the Labor Party.

At the present time the Government of this State is a coalition government of the Liberal Party and the Country Party. Although the Ministers may not admit it, at Cabinet meetings there is often heated argument when Country Party members want something for their electors, but the Liberal Party members oppose it. That arises at certain times.

Mr. Brand: It never has.

Mr. HEAL: Let us take the Liberal Party Government of Victoria. If it had been a coalition Government it would not have done the things which it did in the last six months. Recently Mr. Bolte, the Premier of Victoria, attempted to introduce a State income tax, but that move was blocked by the Federal Government. I am sure that had Mr. Bolte been successful in the Legislative Assembly, the measure would have been defeated in the Council where the Government does not have a majority.

Before the last elections the Country Party of this State said there would be no increase in railway fares or freights if the coalition Government was returned to office. After some time railway fares and freights were increased, and no doubt Country Party members opposed the move vigorously. Even in this session of Parliament a Bill was introduced to fix the charges of water supplies in the country. I know many Country Party members were opposed to the measure, because it was proved by the Deputy Leader of the Opposition, in the schedule he prepared, that eventually country dwellers would pay more for their water.

Mr. Brand: There was no argument between the parties.

Mr. HEAL: The Country Party members of the Government, who were in the minority, had to sit back and take it. I do not know why they did. In a coalition government one party cannot progress without the other. If a member of the Country Party is forthright, and something is done by the Government to its electors which he considers to be unfair, he should be big enough to stand up and oppose the move. I am not being personal when I say that some members of the present Government have been whipped into line.

Also during this session of Parliament, when the vote was taken on a private member's Bill, a member of the Country Party voted with honourable members on this side of the House, and for the first time during this session, or perhaps during the present Parliament, we had the support of a Country Party member. The Bill was sent to another Chamber for its concurrence, but the amendment which was supported by the Country Party member here was not agreed to, and something else was inserted in the Bill. When it was returned to this Chamber and a vote was taken the same Country Party member, who had voted with us, refrained from voting. It is strange that two days before he had the courage to vote with us, but subsequently he refrained from voting. Maybe he was whipped into line. That honourable member might have been given some political advantage by refraining from voting.

Mr. Jamieson: Not only that, but the Speaker was paired in order to achieve the Government's objective.

Mr. HEAL: They are the ones to decide the fate of any measure, and with a majority they can do what they like. In the case of the private member's Bill, on which the fate of the Government did not depend, it should not have whipped that honourable member into line.

Mr. Craig: Could you imagine that honourable member being pulled into line?

Mr. HEAL: He was pulled into line. When it came to the point of voting he was found to be lacking. If one were to read the speeches recorded in *Hansard* one would find that on many occasions the moves of the Labor Party were supported by members of the Country Party, especially in the Legislative Council, yet when it came to a vote they cast their vote in the opposite direction.

Before the present member for Darling Range was elected, a Country Party member represented that district. He supported the previous coalition Government 100 per cent., but for some unknown reason he was opposed at the following election by a Liberal Party candidate, and by a Labor Party candidate. The Liberal candidate said certain things to the electors and undertook some work on their behalf which the Country Party sitting member had previously tried to achieve. Subsequently the Minister for Works went out to a meeting in that electorate and undertook to carry out certain work costing thousands of pounds. Eventually that work was completed. At the election the Country Party sitting member was defeated. Why the Country Party puts up with that sort of treatment is beyond me. If you could say so, Mr. Deputy Chairman, (Mr. Crommelin) you would agree with me.

This applies more in the Federal sphere than in the State sphere. Without the Labor Party preferences the Country Party would not have gained some seats. In the election before the last the Labor Party gave its preferences to the Liberal candidate in the Moore electorate, and that Liberal candidate won the election; but in the subsequent election we gave our preferences to the Country Party candidate, and he won.

The Labor Party knows where it stands with the Liberal Party. The Liberal Party has its views and stands by those views rigidly. Similarly the Labor Party has its views and it stands by them rigidly. We know what to expect. But I am afraid I cannot find out what the Country Party stands for. On many occasions it supports the Government, to the detriment of their own electors.

Mr. Jamieson: You suggest that if the Country Party cannot lick the Liberal Party it joins the Liberal Party!

Mr. HEAL: I suppose that is the case. The Country Party would be better off if it stood up for its own rights. The people would look up to that party if it did so.

Mr. Norton: Do you think they are listening?

Mr. HEAL: I hope so. I have to continue, because the Premier does not want to finish the debate too soon. He has something else to introduce. If the Country Party members were to stand on their rights and tell their electors what they support, they would be thought more of. In States where the Government consists of only one party, such as in Queensland, Victoria, and New South Wales, generally the people are better off.

I have referred to the reform that is desired in this House, and to the need of governing debates and reviewing the Standing Orders. No doubt such action can be taken by the Standing Orders Committee. In my view it would be preferable for only three or four members to speak on a Bill. They could put more time into research; and that would be preferable to having 12 honourable members stonewalling all night and getting nowhere. We on this side know that we cannot win, if we have not the numbers. As we all know, this Government will not accept very many important amendments, or any at all. Therefore, where do we get?

I feel that if these things were gone into and the length of Parliament were extended to at least four or five years—whether a Labor, Liberal, or Country Party Government be involved—it could serve the State in a far better fashion.

Mr. Brand: I will bring down a Bill tonight!

MR. BURT (Murchison) [9.31 p.m.]: will be very brief. I intended to wait until the introduction of the Educational Estimates, but I prefer to take this opportunity of speaking on the general Estimates in the hope that when we come to the specific departmental estimates I will be able to run through them very quickly.

I want to refer to the lack of educational facilities in the more remote parts of my electorate; and they would, of course, cover the more remote parts of the north-west. I say here and now that the majority of the children in my electorate receive a very indifferent education. Where primary education facilities are available in the towns throughout the inland part of the north, there are no secondary education facilities available unless a large amount of money is spent by the parents.

Families consider that education is very much more important than it was thought to be even 20 years ago, and it does not seem quite right to me that any boy or girl in any part of Australia should have to suffer a lack of secondary education simply because he or she lives in a certain district. Primary education in the north-west is confined to the schools in the towns or, if a child is forced to live away from these towns, correspondence lessons are available which are augmented by occasional visits by an itinerant teacher. Another way of a child receiving education is by the parents employing a governess to live in the home on the station or mining property as the case may be.

A subsidy in the form of a living-away-from-home allowance is payable for children who leave the stations and reside in a town or the metropolitan area in order to receive their education. A subsidy is also paid to parents if they employ a governess. It was pleasing to note that in recent months that subsidy has been extended to cover a child until it reaches 18 years whereas previously it ceased at the age of 12 years. Although it is possible for a child to be taught at home in secondary education subjects I think we would all agree that teaching by a governess at home or by a parent is not at all satisfactory.

As a result we see a continual departure of families from the remote areas of the State as soon as the children attain the secondary education age. Last year the Pastoralists & Graziers' Association of Western Australia wrote a letter to the Minister for Education after having made a great deal of research into the matter of secondary education of children on station properties. It opened its letter by saying—

By reason of their isolation at great distances from centres endowed with educational facilities, pastoralists are presented with a problem of great magnitude in the education

their children. To employees on pastoral properties the problem is quite beyond solution.

To enable today's child to take his place as tomorrow's adult a high standard of education is essential. The required standard is not available to children of station employees owing to the prohibitive cost. As a consequence when the eldest child of an employee's family reaches about twelve years that employee will find himself a job where educational facilities are within his financial reach. This man is often one upon whom quite a lot of time and money has been spent by the station in raising him to a position where he can take responsibility and management. This has to be done all over again on the next man, who in his turn, will also be lost to the industry, to say nothing of the individual station. To attain an acceptable standard of education a pastoralist or his employee has no alternative, at present, than to send his children to a private school. This will cost him around £500 per annum per child for a period varying between five and twelve years, for each child. The period depending upon the child's ability to learn.

That, of course, is factual. As I have said, it results in the standard of labour available on these properties being very poor indeed, because any man worth his salt and efficient at his particular job is usually the chap who is very anxious to have his children educated to the highest possible degree. Therefore he picks up his traps and gives up his job, at which he is most efficient, and which he likes, and leaves out in order to dwell in a city.

The pastoralists' association went into this matter very carefully and last year wrote to 425 different station properties throughout Western Australia, and received almost 100 per cent. response. It asked the owner to indicate how many children of school age were living on the station, and whether the children were his own, or those of the manager or employees.

From the figures sent in, it was demonstrated that in 1964 there were 727 children between the ages of 6 and 14 who required education. It is estimated that in 1965 the number will be 784; in 1966, 853; in 1967, 896; and in 1968, which completes the 5-year period in regard to which the survey was made, the figure is estimated at 987 children.

The suggestion is that a subsidy be paid amounting to £300 per annum per child which would enable the children to receive an education up to leaving standard either at a private school or by living at a hostel in a town in which a senior high school was situated. However, I would like to point out that inland,

hundreds of miles exist between the stations and the nearest town in which a school is situated. In the Murchison there is no high school at all if we except Kalgoorlie, which is the nearest for the north-eastern goldfields; and Geraldton, which caters for the Murchison. The cost of sending a child to Perth, which is the other alternative, is not very much greater than to send it to Geraldton or Kalgoorlie. A sum of £300, however, would make it possible, I would say, for any employee to educate his child to the standard he considered adequate.

The overall net cost, after deducting the subsidies now paid, would be approximately £200,000 per annum over the 5-year period under review. That might seem a rather large amount, but I feel it is not extravagant when one considers that these children would thereby receive the education which is considered the birthright and everyday requirement of children living in the more populated areas. It would enable those children who otherwise, through no fault of their own, are forbidden the opportunity of exploiting their brains and abilities.

Therefore I would urge the Minister to give consideration to providing some means by which these children in the remote areas might be educated while at the same time the more suitable married couples will remain happily employed on the many station properties which keep alive the whole of the interior of Western Australia.

I could not conclude better than by quoting the final paragraph of the letter to which I have referred, and it reads as follows:—

In conclusion we wish to emphasize that we do not ask for a specific sum of money for each child. We ask for education for these children to fit them to take their place in a modern world at a cost which will not be more of a burden to their parents than is the cost to the parents of the other 99% of the State's children.

**MR. GRAHAM (Balcatta) [9.41 p.m.]:** There are several matters to which I would like to make reference this evening while at the same time refraining from referring to some on account of the general desire that this session of Parliament should conclude within the reasonably near future.

First of all I wish to make a plea on behalf of things Australian. I have been somewhat perturbed over the years at the trend which seems to be in the opposite direction. I well recall the battle which occurred before the Australian flag was flown over Parliament House, and I was accused of being disloyal when many years ago I advocated that that should take place. Ultimately it was achieved with some reluctance. A device I employed was to persuade an organisation



to present a flag to Parliament. It was felt then that Parliament, or the Joint House Committee acting on its behalf, could not refuse to accept. With some reluctance the Australian flag was the first flown, but it was flown in a position of inferiority. It is only recently that it has assumed its rightful place.

I say without any disrespect to any other flags, that as this is a State of the Commonwealth of Australia we should have one flag and one flag only. I think it is partly reminiscent of the colonial days—the days of Western Australia's self-Government—that we still fly the Western Australian flag. Of course, the Union Jack, as all honourable members know, is embodied in the Australian national flag and therefore there is no reason for the Union Jack to be flown separately. This is perhaps in the process of growing up.

I recall being appalled at the action of the Commonwealth Government in removing from the Australian Broadcasting Commission's programmes the tune "Advance Australia Fair" which was the prelude to the national news. At the present moment, as has been the case for a number of years, some foreign imported tune is played and no-one knows what it is or whence it sprang.

Honourable members are aware that on the occasion of the Commonwealth Games, and particularly the Olympic Games, if a competitor from Great Britain won an event, or a competitor from Australia won an event, the same tune was played—the National Anthem, "God Save The Queen." However, when other countries in the British Commonwealth had successes, their own anthems were played. I think, therefore, that we should have something which is distinctly Australian in order to inculcate a pride in our own nation, its history, its culture, and the rest of it.

Previously I have deplored the petty action of this Government which, when it assumed office, changed the name of the State Housing Commission suburb of Beeloo to the most inappropriate name of Wilson. We must bear in mind that there is already a State Housing Commission suburb known as Wilson Park. The change was made by the Government because of the pettiness of the Minister, and without any reference to the Nomenclature Committee. I believe that this committee should be given some statutory authority. At the present time it is representative of several government departments, both State and Commonwealth, and I have no quarrel with that. But it is not necessary for names to be submitted to that body. Governments and Ministers can override its decision; they can refrain from making any reference to it whatever.

I desire to give a few examples to indicate what in my view is the necessity for an entirely new look so far as that committee is concerned. It would appear that the tendency at the present time is

for the authority, or the executive officer of that committee, to pick up some record from Great Britain and then choose the names from there. There is no local sentiment, no association with places, people, aboriginal names, or the history or culture of Australia; and I think that is very poor.

Let me give some illustrations. Out at City Beach the Perth City Council commenced by using words which had some aboriginal content, such as Meelah Road, Palana Road, Pindari, Yalgan, Kalinda, and so on. They are quite euphonious, easily spelt, and easily pronounced. But now we find in that area street names such as Dartmouth, Falmouth, Boscombe, Helston, Callington, and so on. Surely there is some initiative, some originality, or something in this country of which we can be proud instead of merely borrowing large slices of street names, or names out of telephone directories from a place 10,000 miles away.

I protest again, as I have done on many occasions on different points, at the attitude of the present Minister for Housing. There was the concept originally of a Liberal Party-Country Party government when it undertook the greatest land resumption process in the history of the State Housing Commission. It acquired lands in the northern suburbs, the great bulk of the area being in my electoral district, and before I was Minister for Housing. Names were chosen and there were to be suburbs called Yirrigan, Nollamara and Balga; and there was to be a satellite city, if that be the term, at Mirrabooka.

Those are all aboriginal names, and it would be thought that the process would be continued with the streets having reference to local features, or there would be the introduction of further aboriginal names. So a start was made to write a list of some of the aboriginal words that were to be used for the streets and roads in this locality. I think honourable members will agree that there is something distinctive about them; they are easily pronounced and easily spelt. Some of those words were—

Carcoola,  
Almurta,  
Currong,  
Marloo,  
Yemana,  
Myndee,  
Kweda,  
Karabil,  
Wollong,  
Mymber,  
Noongah,  
Paltarra.

Mr. H. May: What is wrong with Bindin Bindin?

Mr. GRAHAM: Those were some of the names that were to be used in those areas. But what happened when the present incumbent of the office of Minister for

lousing came on the scene? We find a reference to names which appear in the records in Great Britain—and this list is taken as the names appear—and we have streets in suburbs called Mirrabooka and Nollamara with names like these—

Winchelsea,  
Hallsham,  
Tetworth,  
Newhaven,  
Wisborough,  
Eastdene,  
Eastbourne,  
Hartfield,  
Rotherfield,  
Lindfield,  
Storrington,  
Chichester

and so on. Those are names or words which have derivations in the old world. Highways, byways, and other places have been called by those names because of some local association, and they are completely foreign to Australia, and certainly foreign to suburbs which bear the names Nollamara, Mirrabooka, etc.

Of course, the old conservatives in the Government ought immediately make the charge that one is being disloyal, being anti-British, and the rest of it. But surely to goodness there should be a little bit of enthusiasm for Australia! If a man is loyal to his wife, surely it does not mean that he is being disloyal to his mother! And in our case, simply because we as Australians have some patriotism and some love for our own country, surely that could not, and cannot be construed as some slur upon Great Britain!

In this process of selecting British names instead of distinctively Australian names, and giving our suburbs some character, we find that there is apparently no proper check in order to avoid confusion. There was a street of a certain name that came reasonably well known in Nollamara, and some people in the street called for a doctor. The doctor went to a house and inquired and could not find anybody who wanted her services, she being a lady doctor. Several hours afterwards there were most violent complaints from people in the street that the doctor who had promised to come along had not arrived. The one call was made by a family in Uckfield Way, Nollamara, but only half a mile away there is a thoroughfare called Tuckfield Way; and, as this was better known, and in the metropolitan road maps, the doctor went to Tuckfield Way while there was somebody in great distress in Uckfield Way.

If we have an authority to deal with the naming of these streets, surely some care could be taken to avoid this confusion. However, at the request of the doctor I entered the matter to the Nomenclature Committee, and, thanks to its co-operation, the name of Uckfield Way was

expeditiously changed to Maydhurst Way. But—lo and behold!—we find that only a matter of some hundreds of yards away there is a Medhurst Crescent, and so we have Medhurst and Maydhurst almost side by side. This is a somewhat serious matter when it is a question of urgent medical assistance, or there is a necessity to call an ambulance, a fire brigade, or something of that nature, to say nothing of the difficulties involved with firms delivering parcels, people visiting other families, and so on.

So I ask the Government to give some attention in its twilight hours to having a look at this authority and to set it up on a proper basis, and, if possible, give it statutory authority so that some small-minded Minister cannot tamper with its decisions to the consternation, incidentally, of the Postmaster-General's Department.

Honourable members would be amazed if they knew how many authorities and how many thousands of pounds are involved in the change of the name of a street or suburb, and particularly of a suburb. Things that immediately come to mind are the question of electoral rolls, notifying the Taxation Department, the P.M.G. Department, the changing of the name on a radio license, and so on. This is done at the whim of a petty Minister. In any case, it has been done, and, of course, confusion occurs. I leave the matter there.

I now desire to be critical of an authority about which I do not think I have previously complained, and I refer to the Lotteries Commission. In my electorate the Autumn Club made approaches to the Lotteries Commission for a donation towards its Christmas function. The portion of the letter received in reply reads as follows:—

I am in receipt of your letter of the 31st August in which you refer to the approach of the Christmas Festive Season. Unfortunately, we have had to review our policy as regards contributions to these Christmas Dinners, much as we would like to, so that our elderly people would be able to enjoy themselves. Some time ago, we received a request from the Australian Pensioners League asking us to conform to their wishes in this matter, as the State executive had resolved that all Branch Secretaries of the League should be advised that the League had decided that all solicitations for donations must cease immediately.

That letter was over the signature of one, Allan MacDonald, who, of course, is the Chairman of the Lotteries Commission. What the Pensioners League wants done is its own business; and it prefers a single donation to go to its head office, instead of individual branches making approaches to the Lotteries Commission, then that is

its affair, and I say that the Lotteries Commission was probably right in complying with its wishes. But what I want to know is what in the name of fortune has that got to do with other organisations? Autumn clubs are not affiliated with or part of the Pensioners League. They cater for persons who are not necessarily pensioners—people who are aged, people who are lonely, and many others who are pensioners.

I very much deplore the attitude of the Lotteries Commission in denying these senior citizens of ours a little Christmas cheer to which they have been accustomed over the years, merely because the Pensioners' League requires something. I was hoping the Chief Secretary would still be in his seat in order to take some action in connection with the matter.

When it was referred to me I got in touch with the Chairman of the Lotteries Commission who replied on the 19th October this year and he said, *inter alia*—

As promised to you, I re-submitted this matter to the last meeting of the Commission, and it was decided that all such applications, whether they be received from Autumn Clubs, Elderly Centres, branches of the Pensioners' League and similar gathering of our aged citizens, should be treated alike. It is therefore against the wish of the Commission that we should make a special case of the Nollamara Autumn Club, and I regret very much having to advise you that we are unable to accede to their request for a contribution towards their Christmas festivities.

I hope the Minister will read my remarks and will give an instruction to the commission that merely because the Pensioners' League desires a certain process the Lotteries Commission is not bound to apply that request to all other organisations that cater for the older people in the community.

The final matter to which I desire to make some reference is that it is my intention to quote from a number of newspaper clippings—only a couple of lines from each. These were not selected, but were taken at random in order to illustrate a point. They are all taken from *The West Australian* newspaper in recent times; and, in my view, they are indicative of the situation in Western Australia and in the Commonwealth of Australia generally. But before so doing I would like to quote political notes by the Government of Western Australia. On the 2nd July this year the Premier said that Australia was now experiencing one of the most productive periods in her history. Productivity, trade, and income were all on the rise.

Dr. Henn: Hear, hear!

Mr. GRAHAM: An honourable member opposite says "Hear, hear." In *The West Australian* of the 13th October, 1964, we find the following:—

For most West Australian listed public companies, the past year was prosperous with big increases in profits and often some improvement in dividend payments.

Let us have a look at some of them. I am quoting these in order to make a point which, I think, will become increasingly apparent. Here is one dealing with the National Bank, which reads—

Higher profit and dividend were announced yesterday by the National Bank of Australasia Ltd.

Consolidated profit for the year ended September 30 was £1,457,082 (previously £1,247,621), subject to audit.

I will now quote some others. They are as follows:—

#### Big Jump in Fertiliser Co. Earnings

The consolidated net profit of Australian Fertilizers Ltd. rose by £94,440 or 36.1 per cent., to £355,895 for the year ended June 30.

Profit had risen by £37,591 in the previous year.

Earning rate is 20.9 per cent., slightly higher capital compared with 16.4 per cent. for the previous year.

#### Steamships Trading Co. Nets More

Steamships Trading Co. Ltd. lifted consolidated net profit by £58,072, or 16.9 per cent., to £401,247 for the year ended June 30.

Esanda Ltd., wholly-owned hire purchase and general finance subsidiary of the E. S. and A. Bank, lifted the 1963-64 net profit by 9 per cent. to a record £775,825.

The increased profit, due to a high volume of business written over a varied range of financing, compared with £711,391 in 1963 and £591,581 in 1962.

The consolidated net profit of Australian Guarantee Corporation Ltd. rose by £151,322, or 8.1 per cent., to £2,011,373 for the year ended June 30.

The increase for the previous year was £245,576.

The Commercial Bank of Australia Ltd. lifted consolidated net profit for the year ended June 30 last by 22 per cent. to £895,074 after tax provision.

Consolidated net profit in 1963 was £731,761.

Philip Morris (Australia) Ltd., cigarette manufacturer, continued its run of record results in the year ended June with a rise in profit of nearly 36 per cent. to £529,348.

The ordinary dividend has been raised from 9 per cent. to 10 per cent.—the third successive yearly increase.

The profit, which is £139,194 higher than last year's previous peak of £390,154, represents a return of 31.14 per cent. on capital of £1,700,000.

Finance Corporation of Australia Ltd., Adelaide-based financier, continued its growth record in the year to June 30 last with a 16.4 per cent. increase in consolidated net earnings. Consolidated net profit was a record £443,020, compared with £380,522 last year.

Some of the farming community might be interested in these that follow:—

The consolidated net profit of the Commercial Banking Co. of Sydney Ltd. rose by 29.3 per cent. for the year ended June 30—the 12th successive increase.

#### Adelaide Steam Profit Jumps 25 Per Cent.

Pre-tax consolidated net profit of the Adelaide Steamship Co. Ltd. and subsidiaries rose more than 25 per cent. to £696,333 for the year to June 30.

The Bank of Adelaide has lifted its consolidated net profit by £54,187, or 21½ per cent. to a record £306,312 for the year ended September 30.

Pioneer Concrete Services Ltd. lifted group profit by 35 per cent. to a record £488,587 in the year to June 30.

Consolidated profits were up 15 per cent. to £1,294,000.

And so they go on and on—record upon record. We find a record established one year over and above a record established the previous year, and the year before that. Yet we find that an authority constituted last year by this Government felt that the workers of Western Australia were entitled to 1s. 2d. a week as their share of the prosperity of Australia. We were told that if they received any greater amount then there would be havoc let loose; there would be inflation; and the economy would be overloaded with costs.

Surely all these profits—these tremendous excess profits—constitute a burden on the people; on the price structure, with the costs having to be loaded on to other industries where raw materials and requisites generally are supplied! Yet there is no concern whatsoever on the part of the Government in connection with that aspect of our economy.

There is, of course, no concern on the part of the Industrial Commission that was set up under legislation passed last year. As I indicated the other evening,

I think it would be good in every respect for some of those who are occupying high places to come down from their ivory towers and associate with the ordinary everyday person; the families who are required to live on humble incomes.

The determination was made in Western Australia that this magnificent sum of 14d. was to be given to the workers—that was to be the sum total of the tremendous leap forward in the 5½ years of this Government's control of the State. All the Chief Industrial Commissioner could give was 14d. I might point out that he is in receipt of a salary of £4,900. Sitting with him were two commissioners in receipt of salaries of £4,150 each.

These commissioners who are doing this job for the Government have been rated by this Government as being worth £30 a week more than a member of Parliament; and so completely do they fall in with this Government's views that they conform to the penny with what the Liberal-Country Party Government—quite wrongly and immorally—earlier in the year suggested should be the extent of the increase to be awarded the workers of the State.

The present Chief Industrial Commissioner, incidentally—and I think this would be of interest to everybody—at one stage of his history was in receipt of £18 14s. per annum. He was in receipt of sustenance during the depression years at the rate of 7s. per week. So from £18 4s. per annum his salary has now gone to £4,900 per annum.

Whilst he is, and for very many years has been, a personal friend of mine—although there has not been much acquaintance in recent days—I feel most palpably that he has lost touch with reality. It would appear that the other commissioners who sit with him are similarly disposed, because how in all conscience can a person who is charged with a serious responsibility have before him the evidence—a minute fraction of which I have quoted, where records have been piled upon records in the matter of profits—and yet give only a few miserable pence to the workers; those who applied themselves in the production of the wealth of this country?

Not only was there the question of profits, but in anticipation that the court in this State would behave in a somewhat similar fashion to the Federal Court which granted a £1 increase, all sorts of interests in the State started pushing up their prices for services as well as for goods. Honourable members will recall that medical fees went up; that dentists' charges were raised; the price of bread was increased; hairdressing charges were made steeper, and so on.

This was in anticipation of the fact that wages would be approximately £1 more, and that this would have a cumulative effect. All this is obvious even for kindergartens to see. But, notwithstanding that fact, the newly-constituted industrial authority decided that 14 copers was the extent to which the workers should be allowed to enjoy this prosperity about which the Premier prates, and which was echoed in a "Hear, hear" by one of his supporters earlier.

The most shocking thing in all this is that the Government could not care less. It is doing nothing about it whatever, and I am afraid it is being unduly protected by the Press. In my view it is a shocking scandal; and, to be perfectly frank, I am surprised that the ordinary people in the community have taken the situation so calmly. They would be entitled to rear up in their wrath and indignation at the gross injustice which has been meted out to them by this tame cat tribunal, appointed as a consequence of legislation which passed through this Parliament to the eternal disgrace of this Government. That applies also to its method of passing this Parliament. It is a disgrace to any Parliament because of what was done.

Mr. Fletcher: The trade unionists protested and so did we on their behalf.

Mr. GRAHAM: Perfectly true. How different in the State of Tasmania where there is a Labor Government and where there has been for a generation; but, of course, the people who support this Government were rather critical of the Labor Government in that State, and I quote from *The Mercury* of Hobart, of the 23rd July, 1964, as follows:—

Business interests throughout the State have reacted strongly to the Government's intention to set up a board of inquiry on all aspects of price rises since the Federal basic wage increase.

Comment in Hobart was guarded. In Launceston, reaction was more direct, and the proposal was termed "Socialist nonsense" and "Un-Australian"

Here we have a Government that is discharging its responsibilities—to which this Government has been most recreant—by deciding to have an inquiry, not for the purpose of finding anybody guilty, but into the rises that did take place for goods and services in the State of Tasmania. Extravagant terms are used by the captains of industry. The position is far worse in this State because very few workers in Western Australia are affected directly by determinations of the Federal Court, our own State instrumentality covering the great majority of the people. Continuing to quote—

The establishment of a board of inquiry was announced by the Premier (Mr. Reece) yesterday . . .

That was on the 22nd July—

. . . after a meeting of the Parliamentary Labour Party, at which all members had expressed alarm at the trend toward price increases noticeable after the basic wage rise.

Here let me interpolate. These rises took place in Western Australia in anticipation of a rise and, therefore, the position was far more desperate in W.A.; but this Government twiddled its thumbs, and that was that. Continuing—

The meeting—  
of the Parliamentary Labour Party—

—resolved that a board of inquiry with full powers under the Evidence Act, be set up by the Government forthwith. Its task would be:—

To inquire into the nature and extent of recent increases in the prices of goods and services in Tasmania, and

To recommend measures to prevent unjustified increases.

Strangely enough, *The Mercury* newspaper in its editorial of the same date in which that news item was published, found some merit in the proposal; and yet we have a Government in this State, where in view of the circumstances greater excesses were gone to, that sits idly by. I am aware of the fact that these remarks of mine, together with some more, could perhaps more appropriately be made on a motion standing in the name of the Leader of the Opposition, but it is my intention to be embroiled once and no more. Accordingly, I have taken advantage of this opportunity to stress this matter.

So, in conclusion, I will summarise by saying in respect of the matters I have raised: First of all, I want this Government of this part of Australia to become an Australian Government in outlook and for it to impress a healthy national outlook on its departmental officers. Secondly, I want the Chief Secretary to check with the Lotteries Commission in order to see that the Pensioners' League, the Autumn clubs, and other such bodies are not penalised; and, thirdly, I want the Government to hang its head in shame because of the pitiless manner in which it has gone about its business, completely blind to the ordinary section of the community, in setting up an authority of somewhat doubtful parentage—I would like to use the proper term—that has awarded these 14 miserable pennies to the workers of Western Australia as being their modicum of this period of great prosperity; this tremendous leap forward that has been occasioned in the State of Western Australia! This mere pittance is theirs; and I say that the Government that created this authority should be ashamed of itself.

**MR. JAMIESON (Beeloo) [10.21 p.m.]:** It is my intention to deal with a few items of a general nature, but first of all I would like to deal with the set-up of local authorities in the metropolitan area. I will deal with those mainly in the metropolitan area, because I have a greater knowledge of their functions than I have of local authorities in the country, although they probably may require the same attention at a later date.

The main attention required by local governing bodies in the metropolitan area, as I see it, is amalgamation and a re-grouping of the areas controlled by the various local authorities. The fact that we have some 27 local authorities in the metropolitan area is no credit to this Parliament. They have grown up for various reasons which have been enumerated in the Chamber before; but many of these local authorities are now unnecessary. Because of the way they have grown up they are an uneconomic proposition for ratepayers to maintain.

The Minister did conduct a survey of local authorities to see if something could be done in the redrawing of boundaries. However, he chickened out very quickly, even though he had justification for proceeding. I think the number of local authorities in favour and the number against was pretty well even. It was the local authorities with innumerable ratepayers that did not want the inquiry.

**Mr. O'Neil:** Is the amalgamation of local authorities the policy of the A.L.P.?

**Mr. JAMIESON:** No; it is my own pet theory.

**Mr. Graham:** A Bill was introduced into this Parliament several years ago to do that very thing.

**Mr. O'Neil:** I just asked the question.

**Mr. JAMIESON:** It is abundantly clear that something must be done. We cannot go on year after year with Ministers putting the matter aside and allowing anomalies to exist in the metropolitan area. We are all aware that local authorities use the taxation valuations for the purpose of establishing the values of the properties in their districts; and it was of some interest on Wednesday, the 4th November, to find, in answer to my question as to the various rates charged in the metropolitan area, that a considerable difference existed. In Peppermint Grove the rate is 2 9/16d. in the pound while at Kalamunda it is 9 1/10d. in the pound. People in the metropolitan area should all be paying about the same figure because the same conditions prevail. They may live in Peppermint Grove, but they have to go through Cottesloe and through another town; and they use services provided by other local authorities with rates paid

by other people. That is a position that should not exist, but it has arisen because one government after another has allowed 27 different local authorities to remain.

I am going to suggest that there should be no more than 11 local authorities in the metropolitan area; one central one, and 10 others to be called, perhaps, "Radial Metropolitan Councils." The central body could be charged with the responsibility of administering the central city area more economically than has been done in the past. In addition, the Act should be amended to constantly adjust these authorities. They are quite out of balance both from a financial and from other points of view.

The people in the community would not countenance a similar position in relation to taxation. When one compares one country town with another, there may be some justification for a different rate, because the economics of running the improvements in one town may be a lot different from those of another town. However, that position should not exist in the metropolitan area. One of the big difficulties is the large areas that have grown up. The Perth City Council would not like to see itself cut down; but I would like to see something more in the nature of the London City Council as the administrative authority looking after the centre of the metropolitan area. We would then have some degree of uniformity in the size of local government areas and the amount of territory under their control.

We have reached a stage where we have a lot of pettifogging local authorities that have no real reason to exist in this day and age. Many of them are existing as 3 per cent. clubs for the purpose of maintaining local authority as it is. In the new districts that have developed, the councils are endeavouring to do a mighty job, but they have their limitations.

**Mr. Ross Hutchinson:** You will appreciate that the London County Council has far wider responsibilities than local government here.

**Mr. JAMIESON:** I am not talking about the London County Council. That works on the Cumberland system of Sydney. I am talking about the London City Council, which is a central council that looks after the middle section of London. There should be some central organisation because, after all is said and done, not a great number of people live in the centre of any city. However, it is advisable to have an effective administrative body to control the vast revenues that are received. As things are now, this is done at the whim of the Perth City Council which decides where the excess revenue from the central areas will be allocated—whether it will be Carlisle, Victoria Park, or City Beach.

I think the disparity of allocation can become too great, and be dependent upon the influence of certain sections of the

community as against others. If we had an administrative centre that looked after the centre of the capital city and not the suburbs, we would be far better off economically.

I carry on to the matter of people who are elected to local government bodies. We have seen an instance in recent years of some Labor men being elected to the Perth City Council. It is apparent what that caused: It caused power to be placed in the hands of one or two people by using unfair tactics against the rest of the councillors. This is common knowledge, and the reason why certain gentlemen have not been so apparent and have not the power they used to possess is that the tactics which they had used successfully went haywire. Councillors have been hoodwinked into a certain line of action, because they were told that the Labor councillors were lining up themselves on a line of action for their own desires, and were themselves manipulated on behalf of some people to control the vote of the council. That was done repeatedly, but their power has waned, because their scare tactics were of no avail when Labor councillors ceased to exist. This state of affairs could return at a later stage. The councillors have had the experience, and are aware that these people can manipulate the vote of the Perth City Council in the way they did in the past, when they thought it was to their advantage.

A lot of controversy took place in the Perth City Council elections over the 3 per cent. account and all that goes with it. If the council is to remain as it is, then councillors should not be expected to work without recompense. If they are to do the work properly and to give up so much of their time they should be paid an honorarium. I am an advocate for the payment of these office bearers. At the present stage Perth City councillors should receive an honorarium of about £500 a year from the 3 per cent. account, and the Lord Mayor should receive a reasonable allowance.

It is well known that the previous Lord Mayor (Sir Harry Howard) indicated that it cost him a sum, well into four figures per year according to my information, to remain in office. That is not right. We in the legislative Chambers of this State receive some form of payment for our work, and the Act governing local authorities should be amended to enable the councillors to be paid for the job which they do.

The Perth City Council meets at 4.30 p.m. in general session, but members serving on three or four committees meet at 10 a.m. or 2 p.m., and these meetings occur regularly. People engaged in business cannot be expected to devote so much time to the work of the council, except those who are in semi-retirement, as many of the councillors are. We cannot expect

the up-and-coming citizen or the cream of the business world to serve on the council and help to administer its affairs without some payment.

I understand that in council election the cost to a candidate of conducting a campaign is as much as the cost to a honourable member of this Parliament; costs probably more, because of the need for the large number of cars and other requirements for a voluntary poll. It is not reasonable or fair to expect a person to pay money out of his own pocket to be elected to office in a local authority, of which he serves without recompense.

If anyone is appointed secretary of a football or a golf club he is paid a honorarium, but these councillors who handle millions of pounds a year do not receive a cracker. This state of affairs is ridiculous and the sooner we get away from it the better. I suggest that the Act be amended to enable honorarium to be paid to the councillors at the discretion of the council out of the 3 per cent. account. Payment should be permitted as long as the 3 per cent. account is not exceeded. Sir Harry Howard, the former Lord Mayor, suggested that if the 3 per cent. account was used fully it would require £47,000 a year. He said at the time that something like £8,000 had been spent out of the account. If we were to pay out of it another £13,500—which represents £500 for each of the 27 councillor—and another £4,000 to the Lord Mayor as an allowance, there would still be plenty left in that account.

It is not excessive to deduct 3 per cent of the income of the council to pay the councillors who spend so much of their time and use so much of their energy in administering the affairs of the council. If they are not paid we will find only one type of councillor: the person who seeks office to protect his own interests. Manufacturers and estate agents and other business men seek office, and it seems that few elect to serve on the council just to do a job for the community.

As in this Parliament the councillor should be a mixed lot, ranging from dairymen, farmers to carpenters, railway workers and others. This augurs well for setting up a balanced local authority. It is ridiculous to expect people to use their own money to be elected, and to have a recurrence of the expenditure at future elections, but to get nothing out of it. We have to think in bigger terms than that we should provide some way out for these people.

To give an idea that everything is not aboveboard, in the by-election which was held as a result of untimely death of Councillor Halse, the first complaint was raised a few days before that by-election

A report appeared in *The West Australian* of the 27th August in relation to this matter as follows:—

#### By-Election Tactics Questioned

A candidate in next Saturday's Perth City Council by-election said last night that his opponent was being helped with money that was being made available to Deputy Lord Mayor Curlewis.

I would not know where Councillor Curlewis gets his money, but we might hazard a guess! To continue—

Company director R. P. Evans, who is contesting the East Ward, said that Mr. A. B. Pearce was being backed by Cr. Curlewis.

He said Cr. Curlewis had unlimited money provided by an organisation outside the council to help candidates obtain a seat.

Mr. Evans and Mr. Pearce are the only candidates.

Mr. Pearce, a public accountant and taxation consultant, admitted that Cr. Curlewis was helping his campaign, but he would not comment on the allegation of financial help.

That was the first shot fired by a complaining fellow who said that things looked pretty bad. He said that Curlewis was in the field and that his number was up as far as the election was concerned. However, a certain section of the community went into action on behalf of friend Evans and, lo and behold, the next complaint in the Press was not from Mr. Evans, but from Mr. A. B. Pearce, his opponent, who hit at the absentee voters' procedure. And now I come to the point of how this is obviously manipulated. This article reads—

Mr. Pearce said yesterday that he would like to see the absentee voting system overhauled.

He had polled 30 more votes in the ballot boxes than Mr. Evans had, but had received only 283 postal votes against Mr. Evans' 432.

Does any honourable member know the average number of postal votes for an Assembly election? It is about 140. It is strange that all these people were sick or going away or something. It is really not so strange when we realise the manipulation that takes place with this postal voting. He concluded his remarks by saying—

"I concede defeat with a certain amount of reluctance after seeing those postal votes," he said.

"My postal votes were genuine and came mainly from people with businesses in the area, but who do not live there.

"On several occasions on Saturday my campaign workers spoke to people within five miles of the poll who said they had already registered their votes.

Of course they had! The other candidate had taken advantage of the provision concerning the postal votes and had gone through *en masse* and taken all the votes before the election day. That is a mighty performance, of course, if a candidate can get a little organisation behind him. That is the opinion of some of the councillors, as I will demonstrate by other cuttings later on. The Town Clerk (Mr. Green) commented, and the following was reported in the Press:—

Town Clerk Green, who was returning officer for the by-election, said it was difficult to determine whether or not a postal vote had been irregularly cast.

A postal vote could be made if an elector intended to be out of the area on the polling day.

The elector's presence on the day of polling was not necessarily an indication that the vote had been cast irregularly.

That is where the whole postal voting system falls down. Before I carry on with comments concerning the Perth City Council election, it is interesting to observe at this juncture the thoughts of my brother member who introduced a Bill on this matter. The mode of application for these votes is exactly the same in local government as it is in parliamentary elections. He was able to give instances of where the voting system was failing.

With regard to the elections to which I have already referred, up spoke a very brave gentleman then to try to defend the provision, because obviously he used the provision to return the person at the election. The following is an article which appeared in the *Daily News* on the 31st August:—

#### Elections Not Open to Abuse— Councillor

Absentee-voting regulations for City Council elections were not open to abuse, Councillor Cliff Harris said today.

Harris, chairman of the PCC finance committee, which would initiate any move to reform electoral regulations, was commenting on criticism by defeated candidate A. B. Pearce.

Pearce, who lost last Saturday's East Ward by-election to businessman Rod Evans, said he would like to see absentee voting regulations reviewed.

Harris said today there was no real abuse of the rules as long as no elector registered votes he was not entitled to.



In other words if they can be got, it does not matter how. To continue—

"Let's face it, every candidate will try to get every vote polled which will favour him," he said.

"It's just a matter of organisation, and it's up to each candidate to organise as many votes for himself as he can."

In other words, despite the provisions of the Act, this councillor is saying that he should proceed to take the votes and if they favour the person concerned, he will have done a good job, and he will be returned. This person is not prepared to agree in any way that the Act has any bearing at all. The following are further comments on the matter by Councillor Harris—

If a ratepayer believed he would be away from home during an election and he agreed to cast an absentee postal vote, he was not abusing the system if he later found that he would in fact be home for the election.

But the ratepayer must be genuine in his belief.

Of course, whole streets of them were genuine in their belief that they would be away. There was to be a mass exodus in the area. If it were a date when East Perth was playing league football away from home, they would have had a good excuse for requiring postal votes.

Because of this situation I watched the position rather closely to see whether the Government or anyone else would take any action. Eventually, on the 29th October, the following appeared in *The West Australian*:—

Absentee Vote Abused: Local Govt. Secretary

Probably the only way to eliminate the prevalent abuses of absentee voting in local government would be to abolish the system, Local Government Secretary A. E. White said yesterday.

That is quite true and is the point I am coming to. Until all postal voting is abolished, abuses will not be abolished. Human beings as they are will find some way around it and we must reach the stage where only the vote which is passed across the counter at a returning officer's place of business or in a ballot box will be accepted. This is the only way we will overcome the manipulation which takes place. We are failing in our responsibility as a democratic government by not taking action to prevent these abuses.

I know it might be said that if this were done some people would be disfranchised. If that is so it will be their bad luck. A person who goes down to vote and suffers a heart attack or is hit by a motorcar would be disfranchised, but there would not be much he could do

about it. Despite the few who would be disfranchised, it would be far better to have ballots completely free of any abuses than to have them subject to some abuses of canvassers.

Because of the comments of Mr. White I asked several questions on the matter in this Chamber in respect of whether the Minister believed the provisions were being abused. He said he thought they were and that he had seen the Press statements. He said that one local authority had requested that consideration be given to the absent voting provisions in order to overcome the abuses.

Only one local authority had made any representation in this regard. The secretary had suggested that the way to overcome the problem was not to issue canvassers with the absent voting application forms; but I raised the question as to whether this would be legally possible, because any canvasser can have any number printed himself.

I received a rather strange answer when I asked how an application for absentee voting could be held back from anybody. He replied that there was no legal obligation on the council to supply application forms to anybody. That is a strange answer, because surely there is a responsibility on local government bodies. If we went to the office and said, "I want to vote on Saturday; the provisions of the Act are such and such; I want to fill in a form", and if they could not provide a form, they would be in queer street, because they would not be able to meet the provisions of the Act. They cannot refuse a *bona fide* elector the right to vote and the right to have a form. A reply such as that is so much nonsense. It is only trying to skirt around the overall position of the voting system, particularly in so far as postal voting or absentee voting is concerned.

I will leave the matter at that and will proceed to deal with several other items. The Minister for Transport is not here, but the Minister for Railways is. I would ask him to be a little bit attentive to what I have to say. I have previously dealt with this matter of railway regulations in regard to political canvassing and any other kind of canvassing, and the Minister always maintains that his department is in earnest; that it is going to do this and that to stop it, but it never does. I would like to know from the Minister what is being done. As a matter of fact I would also like to have this information from the Minister for Transport in connection with M.T.T. regulations that were being breached, and which could possibly be breached again on this occasion and put me to a disadvantage. I want to know, if these regulations are to be breached, whether I am to be given the same privilege as the other candidates; as the Liberal candidates. What is the position? I want

to know this. On each occasion on which I have contacted the department concerned it has said, "No, you can't have it;" but they have done nothing to stop the other fellow.

Mr. Court: They have done their best to stop it.

Mr. JAMIESON: One of the Ministers did his best to stop it by withdrawing a summons which had been issued to one fellow after he had committed a breach 25 times. Is that doing his best? If it is, it is not very good. Surely the Minister can cope with the matter better than that!

Mr. Court: The commissioner does not condone these offences.

Mr. JAMIESON: Then the commissioner wants to do something about it in earnest. Another set of elections is coming up and it is up to the administration to see that some action is taken and for its officers to be forewarned on this subject.

I would like to know where the M.T.T. is going on this occasion. I might have a personal axe to grind, and if the Minister allows that to take place on this occasion he will be answering a few questions on this very subject. He was very remiss previously. He had all the evidence he needed, but he did not take the case on; and the person who was involved, apart from canvassing the Minister in the week in which the case was due to come up, has not been seen around since. He has gone on a foreign affairs tour to espouse the cause of the people of Africa, which he seems to know very little about, according to an editorial in *The West Australian* earlier this week.

The Minister might know that I am keeping a watch on the position and I hope there will be some equity on this occasion. If there is to be an open go, then the Minister for Railways had better let me know as well as he does anyone else.

I will deal briefly with another matter concerning local government. I was rather intrigued earlier in the year to see a statement made by the Minister for Local Government reported by a colleague on the 28th February, 1964. It is worth reading because of what happened subsequently. The article reads as follows:—

There was no room in local government for pettiness and politics, Local Government Minister Logan said last night.

He said people elected to a local authority through the efforts of political parties had to serve two masters. That is always the case to a lesser or greater extent. The honourable member for Perth dealt with that aspect earlier tonight. The article continues—

Such people would not have independent views in their approach to local problems and affairs.

The inclusion of pettiness and politics into the activities of councils and shires could eventually lead to the destruction of local government, Mr. Logan said.

Some organisations might welcome this but it would certainly be a bad thing for the State.

Mr. Logan was speaking at the shire council chambers before presenting long service certificates to president N. Coote, vice president F. MacNish and councillor M. Bevan. They have been local government members at Collie for 15 years. Cr. Coote has been chairman and president for nine years.

I do not know whether there is very much politics in local government at Collie, but if anybody should take the prize for pettiness it should be some of the councillors there. They got so tied up with intrigue in local government affairs of Collie that they resigned. Whether politics have any great bearing on pettiness in local government is doubtful. It seems to be more a matter of individual jealousies, and that sort of thing, which have a greater bearing, particularly in little places like Collie. They seem to build up a pressure group which is against another group; and when such a group is formed, it becomes a sort of party; but it is not party political.

If the Liberal Party would do the right thing and go out and support councils, and if the Labor Party did the same, we would have good local government. We would have a change occasionally, which would be all to the good. But at this stage they say, "Don't bring politics into local government." But, of course, we know that these people are politically inclined. Politics are involved everywhere. Whether it is apparent does not matter very much.

The honourable member for Balcatta dealt with the small pittance in the way of an increase which the Industrial Commission gave in connection with the basic wage case this year. I would like to read what the amounts are for tradesmen in the Eastern States. I received a letter from the boilermakers' society which asked what the over-award payments were in the various States. The overall take-home wage in Australia is another £2-odd per week more than the overall take-home wage in Western Australia. This is mainly because of over-award payments. In this State they are not allowed to be made because of the action of the Employers' Federation. However, they are made surreptitiously. In the Eastern States they are made openly; and because of that there is more money in the community, more satisfaction among employees, and more harmony between employers and employees.

The minimum payment at Constructors John Brown is £2 a week over the base rate. Right throughout all the industries there are over-award payments. For instance, at Stewarts & Lloyds the payment is the award rate plus 36s. a week. That is for people in the shop, and the payment is 50s. for those outside. At Vickers Ruwolt the payment is £23 13s. for a welder, which is a good wage, up to £26 10s. That is because of the over-award payments. They are some of the rates in Victoria.

In South Australia the same thing applies. I have a list showing 29 shops, and in every case over-award payments are made. At the 28th May, 1964, the award rate was £20 19s. 6d., and the average wage paid was £22 3s. 7d., the average over-award payments being £2 3s. 8d. There are a number of companies in the Eastern States which have subsidiaries in this State. For instance, with Forwood Down & Co. Ltd. the over-award weekly payment is 31s. plus a bonus of 5s.—that is in South Australia. With Horwood Bagshaw the over-award payment is 35s.; and Humes Ltd. have an average of 60s., and that includes a bonus. There are many firms included in the list that have a subsidiary in this State, but those subsidiaries are not permitted to pay similar wages here because of the conditions imposed on the employers by the Employers Federation.

What happens if an employer advertises in the Press that he is prepared to pay over-award payments to get good tradesmen? Before the ink on the paper is dry he receives a call from the Employers Federation, and if honourable members do not believe me let them advertise and find out.

Mr. Williams: I have done it.

Mr. JAMIESON: What happened to you?

Mr. Williams: Nothing. I am still paying over the award.

Mr. JAMIESON: Then you must be immune because you are a member of the Liberal Party.

Mr. Williams: No, I am not.

Mr. JAMIESON: Some employers who do not even subscribe to the Employers Federation have come to me and told me that that was what happened to them when they attempted to do something. The raucous voice of Fergus John Darling is heard over the phone telling them in very strong terms that they have to cut it out, and they are not allowed to do what they want to do. When they have complained and said that they were not members of the Employers Federation, he has said "but action can be taken to see that you comply with these conditions."

That is the sort of attitude that is adopted; and, of course, while that sort of thing occurs we will not get harmony

between employers and employees. If an employer wants a good man, and he is prepared to pay for it, because he knows he will get a good man, surely he should be allowed to indicate by Press advertisements that he will pay over-award rates. But no; employers are forced into the position where they are not allowed even to try to get employees in this way. It has been obvious in the past and I know it goes on.

This has been a quieter year in the Chamber than last year, but I would like to complain to the Government about one matter. I have not counted them yet, but I would hazard a guess that in the last fortnight of this session we have had more new Bills introduced than in any two previous sessions in the last 10 years. We have had new Bill after new Bill, and not one of them has been dealing with something that has been sprung on the Government at the last minute. If that had been done we could understand it, but in many cases these Bills have dealt with agreements which have been negotiated for some considerable time. Others have been departmental Bills that should have been before the Chamber long ago. But many of them have been introduced in the last few days, and I think we are entitled to complain about it.

Ministers are entitled to complain to their departments because it is not good enough for them to want Bills introduced as the session is drawing to a close. The Government has a timetable, and departments should be told that if they want legislation brought before Parliament it must be prepared at an early date. There is no reason why next year's departmental legislation should not be prepared before the end of January. Instead of that some of them wait until the last minute to introduce amendments, even with electoral Bills and the like.

Mr. Graham: There are 15 items of private members' business on the notice paper.

Mr. JAMIESON: One item was introduced on about the first private members' day of the session and it has not yet been dealt with. It is not the fault of the honourable member concerned, and surely there should be some better management of the legislation that is being introduced. I would not care if we eventually reached the stage where we limited the speakers on each side. I know some honourable members would complain that they were losing their privileges, but half the time the Whips are running around looking for members to speak, and then when we come to the end of the session the Whips are running around telling them not to speak. It is just too silly.

I think we should be able to get down to a basis of saying that there shall be so many speakers from each side and other honourable members will just have to try

to fit in somewhere if the time is available. If there is no time available then the legislation will go through without their speaking; because I do not think all the speaking in the world seems to make much impression on the Government. The opinions of the first couple of speakers seem to be all that is needed and other honourable members merely seem to get up to put forward any pet theories they have. They can do that during the debate on the Estimates, or the Address-in-Reply, or similar debates.

I do not think it is necessary to have a long entourage of speakers on different Bills but I suppose we would have problems with legislation like liquor Bills, and Bills dealing with pools in the park, and so on; because everybody seems to want to speak on them. But then everybody knows what he is going to say anyway, and I think it would be a good way to cut down on time. The trouble with Bills like liquor Bills is that if the Whip wants an honourable member to speak, invariably he says that he does not want to speak until the next day, and so it goes on. I think we should get down to some sane and sensible way of putting the legislation through this Chamber in a more even fashion than has been the case in the past. The Legislative Council does not conduct its business in this fashion. If things get sticky members there go home at 9 o'clock, and I think we should do the same.

**MR. RHATIGAN** (Kimberley) [11.9 p.m.]: I rise to condemn the critics of the Ord River Dam scheme, and I particularly wish to mention Dr. Davidson and a back-bencher in Canberra, Senator Kelly. Dr. Davidson probably sits down at a table and works things out from a mathematical point of view, and Senator Kelly has paid a couple of brief visits to the area. I can recall referring to one honourable member here some few years ago as a porthole politician. In the case of Senator Kelly I could refer to him as a flying politician. He may have spent a couple of days in the Kimberleys, and in the Northern Territory which the big dam will help to cultivate.

It is all very well for these critics to make statements in the Press and write letters to the Prime Minister. I would hate to think the Prime Minister himself suggested they should do that. I feel sure that he would not. As far as Senator Kelly is concerned, what would he know about the subject?

**Mr. Nalder**: I think Mr. Kelly is a member of the House of Representatives.

**MR. RHATIGAN**: In that case, I stand corrected. Nevertheless, no matter which House he occupies my comments apply to him just the same.

**Mr. Evans**: It still does not detract from his responsibilities.

**Mr. RHATIGAN**: Yes; that is so. It is all very well for these defeatists and pessimists to make statements in the Press and elsewhere in condemnation of a project which we, as representatives of the people of Western Australia, are trying to make a success in the northern portion of our State. It is not a fair thing for this man to spend a couple of days in the north and then fly back to the Eastern States and write a letter to the Prime Minister in condemnation of the Ord River irrigation scheme. I am sure that he did not spend any more than three or four days in the north, and when he made his statement he referred only to the theoretical side of the project and not the practical side.

We have been trying for years to have the north developed, but as soon as we get something done we have these critics from the Eastern States condemning our efforts. Do they want the north to remain undeveloped for all time? I know that the Minister for the North-West and I do not agree on many points, but I give him full credit for the stand he has taken against this unwarranted criticism.

**Mr. Brady**: You'll get on!

**Mr. RHATIGAN**: It does not matter whether I do or not; I still give credit when it is due and I give the Minister for the North-West full credit for the stand he has taken against the criticism levelled by Dr. Davidson, Dr. Cameron, and Mr. Kelly.

**Mr. W. Hegney**: Now say what you are thinking.

**Mr. RHATIGAN**: I always do that, and I do not require any help from the honourable member. The erosion to which Mr. Kelly has referred is considered by him to be a major factor in contributing to the failure of the Ord River development scheme. This has been brought about by soil erosion following the activities of the absentee owners of the million-acre properties. It is men like Mr. Kelly who look after the welfare of these people who own the million-acre properties. The soil erosion has to be arrested, and progress is being made by the experts employed by the Department of Agriculture in efforts to arrest it. I now say to the Minister for Agriculture that his officers are doing a marvellous job in that respect. Therefore I do not think Mr. Kelly need have any worries on that score.

The point is, however, that the taxpayers of Western Australia are paying for this research and development, and the very people who have caused the soil erosion are paying only one-third of the cost. The Minister can correct me if I am wrong. The most retrograde step that was ever taken against the welfare of the people of the northern parts of Australia was the introduction of a Bill by the Minister for Lands last session to renew the period of these million-acre properties.

Despite the fact that the leases had 19 years to run, the Minister rushed the Bill through in the dying hours of last session in the face of the arguments advanced by the honourable member for Merredin-Yilgarn and those put forward by The Hon. F. J. S. Wise in another place.

The Minister rushed the Bill through this House and its provisions prevent, to a great extent, the advancement of the north. Can any honourable member in this House tell me where land that is worth anything can be taken up in the north? Can the Minister for Lands tell me? The answer is "No", because most of the land is held by absentee owners. They have held million-acre properties for many years.

I trust that the Commonwealth, or the Prime Minister will accede to the request of the State Government and allocate the £30,000,000 needed to develop the Greater Ord River Dam. Why is the Prime Minister delaying for so long? Why is there any need for delay? Can the Minister for the North-West answer that question? Can he give any reason for the Prime Minister's delaying attitude? Is he to continue with this delaying attitude? I was present when the Prime Minister opened the diversion dam, and during his speech he was completely in favour of the scheme. If he could advance some good argument against the granting of this sum there would be some justification for his attitude, but I think it has been proved that the project is worthy of every assistance.

Does the Prime Minister think that because of the million-acre properties that are held by many absentee owners the State Government is not sincere in its endeavours to develop the north? Would that influence his decision? There must be some reason. Surely to goodness the sum of £30,000,000—especially when we compare it with the expenditure on the Snowy River Scheme and the development of Canberra—which will be used to develop and populate the north, is not worth dwelling upon! Even the Press is supporting us on this matter. It is most frustrating to me to realise we have made such progress and then to discover we are brought to a standstill on making representations to the Commonwealth Government. I hope the Minister for the North-West will continue his efforts, as I am sure he will, because I give him full marks for what he has already done towards making this project a success.

To my way of thinking, if we are to populate the north taxation concessions are very necessary and should be granted. Also, the concession that is granted should not be paltry as it is now. This, of course, is a Commonwealth matter. As I have stated, it is most necessary for taxation concessions to be granted to the people who reside in the northern part of our

State. Decent housing is also most essential to assist in the development of the north.

I do not know the answer to the problem of providing cheaper rents for houses in the north, but I can acquaint honourable members with the information I have obtained from the State Housing Commission. To any person desirous of purchasing a house in the metropolitan area, the State Housing Commission will grant assistance to the extent of £1,261, but in the north an applicant for a purchase home is granted only £1,518, a difference of £257. The house that can be built in the metropolitan area for, say, £3,000, could not be built in the north for £6,000. One would not be in the race to build in the north for £6,000. So the amount granted for housing up north should be at least double or treble the amount granted in the city.

Mr. Graham: You are quoting the amount of income the applicants are allowed; not the amount of the advance.

Mr. RHATIGAN: As I read it, it is the amount which can be allocated.

Mr. Graham: It is the amount of income they cannot exceed. But I think your comparative building costs would be right.

Mr. RHATIGAN: I could be wrong, and I will not argue with the previous Minister for Housing on that question. I have here an article by R. A. Patterson, Director of the Northern Division, Department of National Development. I presume other members also have a copy. I will read only the relevant portions—those that I think are applicable to people living in the north. They are as follows:—

No doubt the thought of living in our North would be unpalatable to many people. And under the present level of development, one must be realistic and sympathetic. But this is one of the North's greatest problems. It is again the dog chasing its tail. Few people want to live in the North because of the lack of schools, hospitals, shopping facilities, the long distance from relatives in the South, etc. But until we get people to live and work permanently in Northern Australia, the North will never have those facilities which are essential requirements of our way of life. And on the subject of living facilities, let us also remember that the North has two of our greatest potential assets—all the year sunshine and excellent beaches.

Now we will see what the Premier had to say the other night. I quote from *The West Australian*. The Premier said—

People in the north already enjoyed many concessions. It was time to wipe away the attitude that a person crossing the 26th parallel was going into no man's land.

I will now quote what the Premier had to say on the 19th March, 1963. He said—

There seems a strong probability that two crops may be grown each year, and I can foresee Kununurra becoming a thriving and prosperous township.

However, I think there will have to be an end to the tradition of people moving south during the wet.

I would like to know if the Premier has ever been up there in the wet. The article continues—

Elsewhere in the world white people live and work all the year round in the tropics. The construction workers on the Ord River project have proved that it can be done there too.

The Premier is quite wrong. The people in the north do need a change to cooler climates, and to other places where there are more amenities. Whilst I remain the member for the district I shall do all I can to see that none of the amenities they possess at present are taken away from them. I would like to see the Premier stay up there during the wet. Does he not think that the women and children need a change from such a climate during the wet season?

Statistics prove that Wyndham is the third hottest place in the world—that is, taking the temperature all the year round. A lot of people will say that Marble Bar is hotter, but that is not true. I am disgusted with the Premier's attitude to people in the north. If we want people to live in the north we must provide them with more facilities and amenities, and an opportunity to move to a cooler climate during the wet season. The Premier said that elsewhere in the world white people live and work all the year round in the tropics. Does he know of any places where they do this that are hotter than Wyndham? I know that Kununurra is eight degrees cooler than Wyndham but the people there still need a change. I will not tolerate any concessions being taken away from the people up north.

Vote put and passed.

Votes: Legislative Assembly, £24,579; Joint House Committee, £42,092; Joint Printing Committee, £33,976; Joint Library Committee, £1,998; Premier's Department, £92,132; Treasury, £167,660; Governor's Establishment, £26,193; Executive Council, £5; London Agency, £79,675; Public Service Commissioner, £59,635; Government Motor Car Service, £15,653; Audit, £112,200; Compassionate Allowances, £313; Government Stores, £194,506; Taxation, £200,000; Superannuation Board, £21,762; Government Printer, £718,600—put and passed.

Vote: Miscellaneous Services, £5,915,049—

Item No. 25: Salvation Army Alcoholics Rehabilitation Centre, £2,500—

Mr. TONKIN: In the 1963-64 financial year the provision was £5,000 and the expenditure £5,300, which indicates the amount provided was not enough. The Government has reduced the amount this year to £2,500 and I would like some explanation of the reduction.

Mr. BRAND: When this centre was opened the Government agreed to contribute up to £5,000 annually for three years towards the deficiency incurred in operating the home. It was considered that after this period the home would become self-supporting. The grant has been made available in half-yearly instalments and the provision in this year's Estimates is to meet the final instalment due under the original approval.

The details are: In 1960 the Government agreed to contribute two-thirds of the cost of the establishment by the Salvation Army of a centre at Seaforth for the rehabilitation of alcoholics, the maximum contribution being £35,000. It was considered that such a project would assist many unfortunate persons to return to a more useful and normal life and was worthy of support. The Government's contribution towards the centre was met from the General Loan Fund. It was more in regard to the deficiency in the operating costs that we made our contribution.

Mr. TONKIN: I thank the Treasurer for his information and I appreciate that the Government has met its commitment in connection with this matter but this work cannot be allowed to stop. Therefore I hope that if the Salvation Army finds itself in difficulty with regard to the services being run here the Government will give favourable consideration to a request from the organisation for continued financial assistance, because there is not much sense in assisting towards the establishment of a centre if after establishment that centre is unable to carry on through lack of funds.

There is an unfortunate section of the community which requires help of this nature and it would be a bad thing for the State if that help were not given. I feel that as the expenditure last year was £5,300, which was more than the appropriation, the Salvation Army will find itself in need of funds to carry the work on; and I doubt very much whether the amount provided will be sufficient. So I ask the Treasurer to keep the matter in mind; and if it is indicated subsequently that the centre is languishing through lack of funds, I hope he will give consideration to further financial assistance.

*Item No. 28: Slow Learning Children's Group, £6,000—*

Mr. TONKIN: The provision last year was £15,000, and the expenditure was £19,062. The provision this year is reduced to £6,000 and I am wondering if there is any explanation for this particularly big reduction.

Mr. BRAND: In previous years the grant to the Slow Learning Children's Group included an amount for salaries of staff of the Irrabeena Centre in Thomas Street, Subiaco. Following discussions with the group and the desirability of establishing a permanent unit of mental health services at Irrabeena, this centre was taken over by the Government from the 1st July this year. Operating expenses will be charged to the Mental Health Services vote, and consequently there is no need to provide for this expenditure in the annual grant to the group.

Mr. H. MAY: As one interested in slow learning groups, I am wondering if the Treasurer could tell me how the money is allocated.

Mr. BRAND: I cannot give any details except to say that the Government provides assistance for operating costs and capital works on the following basis: An annual grant of £6,000 towards the administration costs of the group—I presume that is the central body—and assistance towards approved capital projects in the metropolitan area and country centres on a pound for pound basis with funds raised and expended by the group. In 1963-64, £10,350 was provided from government sources which enabled the group to acquire the following properties:—

- (a) Premises in Leederville which are used as a factory for packing old newspapers for export—total cost, £8,000.
- (b) A residence in Hammersley Road, Subiaco, for conversion into a hostel for girls—total cost, £7,700.
- (c) A residence in Garratt Road, Bayswater, for conversion into a short-stay home for approximately 12 children—total cost, £5,000.

In 1964-65 and the next three succeeding years the Government is prepared to contribute £13,300 per annum for capital works. The annual grant for administration is chargeable to this item and the capital grant is met from the General Loan Fund. As to where it goes, I could not give any answer.

Mr. H. MAY: The reason I asked was that I have had dealings with the Education Department in regard to these children; and evidently there is quite an amount of money provided by the Education Department. I am wondering whether the two operate independently.

Mr. BRAND: One is a matter of education for the children and the other is administration and the cost of running these homes.

Mr. H. MAY: There are quite a few different schools.

Vote put and passed.

Votes: Agriculture, £1,410,048; College of Agriculture, £87,812; Agriculture Protection Board, £50,582, put and passed.

Vote: Industrial Development, £353,513—

MR. TONKIN (Melville)—Deputy Leader of the Opposition [11.43 p.m.]: Earlier this evening in dealing with the general Estimates, I referred to protests which had been made to the Minister for Industrial Development in connection with the proposed establishment of Doncaster Hadfield; and I asked the Minister for Industrial Development whether His Worship the Mayor, Sir Frederick Samson, had made a protest against the Minister's policy. The Minister declared that Sir Frederick Samson had made no protest but had asked some questions which he, the Minister had fully answered. The Minister undertook later on to supply me with a copy of Sir Frederick Samson's letter. I have that letter and I propose to read it to show that Sir Frederick Samson did not ask any questions at all and that he made what I consider was a protest against the policy which was going to be put into operation.

It might be regarded as a mild protest. Sir Frederick Samson is a very gentlemanly man and not given to loud outbursts; but to me he made his attitude particularly clear in connection with this matter. This letter was supplied to me by the Minister in accordance with his undertaking to do so and he has explained to me it is a copy of the original letter which he has in his office. The letter is dated the 11th November, 1964, and reads as follows:—

The Hon. Charles Court, O.B.E.,  
M.L.A.,

The Minister for Industrial Development,  
54 Barrack Street,  
Perth.

Dear Mr. Court,

I am enclosing a letter received by me from Mr. C. F. Hall, the Chairman of the State Engineering Works Committee which speaks for itself and I am forwarding it to you for your information.

I am not *au fait* with the conditions obtaining on the waterfront at the present time, but I do know that during the last War, the State Engineering Works carried out many emergency shipping repairs and it is possible that these could not have been performed without a Forging Plant of

some description and should a similar national crisis happen, it could be important to have a Plant in close proximity to the Port.

Personally, I do not like to have an Industry moved from the Port of Fremantle which has been there for so many years and feel that if Her Majesty's Government needs an up to date Plant, there is plenty of room at Leighton to install it.

I would interpret that, if I received such a letter, as opposition to the policy which I proposed to put into operation and an indication to me the writer was opposed to that policy; but apparently the Minister does not regard it in any such light at all. He treated Sir Frederick Samson's letter not as a protest, but as a means of obtaining information. Different people have different ways of reading English and interpreting it, but I would not regard this as a letter seeking information; I would regard it as a letter outlining the attitude of the person who wrote it.

Why not add some machines to those which are in use at Leighton, in order to give a more expansive range of forging? Would it not be better, as Sir Frederick Samson has said, to enlarge the forging capacity near the port so that the works could do the work which is offering? But if it is desired that private enterprise shall be permitted to have an advantage and to come into this field—and other firms have had the opportunity over all these years—let it come in on a fair basis of competition and take work away from the State Engineering Works if it is capable of doing so; which I say it is not. The workmen at the State Engineering Works would welcome this competition. It would put them on their mettle and would enable them to demonstrate that they are not afraid to come out on the open market and quote for work, in the knowledge that their workmanship is right up to standard and that their prices are right.

The State Engineering Works would never have been able to make the consistent profits which they have done over the years if the works were inefficient or their costs too high; and this proposition of the Government cannot be defended on any grounds whatsoever. It does not mean that there will be some big new industry for the State with further employment. Ultimately it will mean higher costs to those who require forging work to be done in the State. I add my protest, on behalf of the men there, to the protests which have already been made.

**MR. FLETCHER** (Fremantle) [11.47 p.m.]: I have already touched on this subject briefly and I propose to touch on it again very briefly, because it does particularly concern my area. There are many engineering establishments in the

Fremantle area which will be disadvantaged as a consequence of the Minister shifting this forging plant from that locality. Local private engineering firms have for years taken their heavy forging work to the State Engineering Works. They have obtained contracts, and it has been their practice in the past to have heavy forging work done at that establishment and machine work done in departments associated with that establishment. Anyone can go there at this point of time and find propeller shafts and other heavy work outside the forging shop waiting to be dealt with.

Some of the firms which will be disadvantaged readily come to my mind. There is the firm of McLarty in North Fremantle. There is Atlas Engineering in Fremantle itself. There is the Melbourne Steamship Company near the location of my home; Saunders and Stuart; and other engineering firms in Fremantle which have had contracts for repair and maintenance of ships and machinery.

They have used the facilities provided at the State Engineering Works and they will very much regret what the Minister is doing. It will now be incumbent on these establishments to have work previously done by the State Engineering Works carted all the way to Bassendean for forging, and then all the way back to Fremantle, causing expense and inconvenience.

What strikes me as strange, and about this I particularly want to protest, is that the Government is disposing of 100 per cent. interest in that forging plant in order to acquire a 16 per cent. interest at Bassendean. That represents a loss, in effect, to the public of Western Australia of 84 per cent. If the percentages were reversed in the change of address of the plant, this would be offset by the added inconvenience and expenditure of maintenance incurred by the various shipping companies and engineering firms mentioned.

During my speech on the Estimates mentioned, in a general way, that not only was the machine aspect to be considered, but also the question of those who work the plant. These men work under conditions where they receive the long service leave after 10 years. But if they shift their employment to private enterprise they are disadvantaged by having to wait 15 years. Furthermore other conditions which prevail in government employment are more advantageous than conditions in private employment.

These men have their homes in the Fremantle area, because the plant and the type of work to which they have been used over the years is in that locality, and when this equipment is shifted to Fremantle they will have the alternative of either going all the way to Bassendean



to work, so that they can work on plant with which they are familiar, or seeking alternative employment. For these reasons, and for the reasons which I outlined during my address on general Estimates, I consider that the Government is doing something which is detrimental to Fremantle, and on behalf of the employees and employers in that area I protest.

**Vote put and passed.**

**Vote: North-West, £4,086,411, put and passed.**

**Vote: Education, £13,696,225—**

**MR. NORTON (Gascoyne) [11.52 p.m.]:** There is not a member of this Chamber who, during the Address-in-Reply or the Estimates, has not complained about the shortage of school buildings or school funds in some way or another. I have been wondering whether or not we are spending too much money on the buildings which we are erecting for our schools. Not that I am criticising the buildings themselves; but are we getting the best building for the money which we expend, or is the erection of the buildings costing us far too much? I would say that our buildings are costing too much these days. I first had an inkling of this when I received, as did other honourable members, a publication from the British Information Service in July this year. The publication is entitled "Conditions and Trends in Britain." On page 15 there is an article relating to schools, which reads as follows:—

Well over 7,000 schools (providing over 3.5 million new places have been completed and opened in the last 15 years.

The rapid site assembly of prefabricated components has greatly speeded school building, and brought down the cost. By these techniques, the cost of a new school place is now less than it was in 1949, despite an increase of some 50 per cent. in building costs.

England can keep these costs down in spite of other rises, I think we should be able to do so. Following receipt of that information, I wrote to the British Information Service in Perth and I received from it a publication entitled *Building in Britain*, together with some photostats of other publications. I now propose to read an extract from page 15 of this particular publication. The heading is, "There are many new Schools in Britain." The article gives figures of the schools, and reads as follows:—

The story of Britain's modern schools which are today renowned throughout the world, began about 1936 when a number of forward-looking educationists and architects realised that, to meet the developing ideas in education and the increasing demand for new schools, a new kind

of architecture was needed. Not only would this enable schools to be built quickly to a design fostering a far more friendly atmosphere than before, but also it would allow subsequent alterations and extensions to be made without difficulty.

That is a very important point, where they can be added to or altered without difficulty. Continuing—

These ambitions were realised by the invention of systems of construction which employed mainly factory-made components such as light steel columns and lattice beams, roof panels and metal glazing which could be quickly bolted together on the site.

Wings built in this way were divided into classrooms, stores and corridors with light partitions which could be demounted without affecting the main structure—thus allowing free and flexible planning.

The earliest of the modern schools also provided excellent lighting and acoustic conditions, and, in many cases open-air teaching spaces adjacent to the classrooms. But unfortunately this often proved to be too expensive.

When school building was resumed after the war, the raising of the school-leaving age and movement of population had created an enormous extra demand for accommodation. At the same time, building labour and materials were scarce. The government, therefore, encouraged the further development of methods of prefabrication.

Of the various systems based, for instance, on aluminium, steel and concrete, that of the Hertfordshire County Council has been most notable, introducing in 1946 for the first time a planning grid which enabled buildings of many different plans to be assembled from a set of standard components. Besides designing the building components, the architects paid attention to planning, the services, colour and furniture.

To help local authorities and industry, the Minister of Education established in 1948 an architects' and building branch where new ideas have been tested, and advice, in the form of building bulletins on all aspects of schools' construction, has been made available to architects and administrators. The group has itself built various projects, embodying the principles which have made today's schools both cheaper and more efficient than those built ten years ago.

Unless enough parts can be ordered to permit quantity production, buildings composed largely of factory-made parts tend to be more expensive than those built up more slowly on the site,

with, for instance, brick walls and plastered block partitions, and in order to enable big orders to be given, a group, or consortium, of local education authorities, known as CLASP (Consortium of Local Authorities Special Programme), has recently acted together, designing a single system of building for use in all their areas. From 1957 to 1960 the Nottinghamshire CLASP schools cost less than the national average and, in fact, have been progressively reduced in cost in this period.

The next paragraph is an interesting one, because it shows that the schools are of excellent quality. It reads as follows:—

A small school built to this system and exhibited at the Triennale Exhibition at Milan in 1960 was awarded the highest prize for good design and aroused sufficient interest for other countries to arrange for the receipt of working drawings and information sheets to enable them to make use of the system.

The other articles which are on these photostat sheets go into details and the matter of costs. One of them deals with the costs per place in the school. That was the section which inspired me to ask a question of the Minister in this House on what the various costs in this State were. I have an article here which is an extract from the 1963 report of the Ministry of Education in England and Wales. This extract appears on page 99, and it states—

In the first six months of the year, the basic net cost on tender of new primary schools averaged £171.8 per place (compared with £173.3 a year previously) and that for new secondary schools £303.3 per place (£306.0 a year previously). Average areas per place were 41.2 sq. ft. for primary schools and 71.9 sq. ft. for secondary schools (41.3 sq. ft. and 72.7 sq. ft. respectively in the same period in 1962).

Mr. Lewis: What size are ours?

Mr. NORTON: The following are the questions I asked the Minister and the answers he gave me on Wednesday, the 7th October, 1964:—

- (1) What is the average area per place for a child in—
  - (a) State primary schools;
  - (b) State secondary schools?
- (2) What is the average cost per place in—
  - (a) New primary schools;
  - (b) Secondary schools?

Mr. LEWIS replied:

- (1) Average area per place for a child in—
  - (a) Primary schools is 14.8 square feet;

(b) secondary schools is 17.6 square feet.

(2) Average cost per place in—

- (a) New primary schools is £150
- (b) Secondary schools is £395.

When all those figures are analysed and put together, as I have done, in a graph it is found that in comparison with the average per place for a child in a primary school in Australia of 14.8 square feet the area in England is 41.2 square feet.

Mr. Lewis: In that instance, are you sure you are making a fair comparison? You would want to know whether the figures are based on the whole school area or merely the classroom area.

Mr. NORTON: I will deal with that aspect later, because I have all the facts here in these bulletins I have obtained from England. In secondary schools in Western Australia 17.6 square feet is allowed per place as against 71.9 square feet per place in England. In regard to the cost per place, I have transposed the cost in sterling in England to the comparable cost in Australian money so that a proper comparison is obtained. In Western Australia the cost per place in a primary school is £150, and in England it is £216.55. That certainly seems to be a great difference, but then again England has three times the area per place in each classroom compared with the area per place in classrooms in Western Australia.

In secondary schools in Western Australia the cost per place is £395 as against £379.05 in England. When we come down to the cost per square foot—and I think that is the only way in which we can compare building costs—a primary school in Western Australia costs £10.13 per square foot as against £5.25 per square foot in England, and for secondary schools in Western Australia the cost per square foot is £22.44 as against £5.27 per square foot in England. It can be seen, therefore, that in England, regardless of whether it is a primary school or a secondary school the cost per square foot remains fairly constant; whereas, in Australia, the cost per square foot for a secondary school is nearly double the cost per square foot for a primary school.

Having obtained the information I have just related to the House, I took the trouble to get as much information as I could. The English authorities were good enough to send me bulletins Nos. 5, 8, and 23. These bulletins are extremely interesting. Bulletin No. 5 deals with the technical points of school building. It deals with the question of how a school building should be constructed, and how classrooms should be laid out in comparison with all the school buildings, to eliminate noise and so on. It also gives very useful information for an architect or any educational department, and it is well worth reading.

Bulletin No. 8 deals with one school in particular; namely, the Wokingham school. This bulletin deals with the whole construction of a school. It sets out the methods of construction of all the joists, uprights, floors, dividing walls, actual mixtures used for concrete work, and whether the material is plasterboard or otherwise. It gives the consistency of the cement used in the ground floors. In fact, if our architects in Western Australia were in possession of these bulletins they could design these schools which are being built in England, because it does not matter whether the school is a single-storey building, a two-storey building, or a four-storey building: they can all be built from the same components. No matter what the design is, the complete school building can be constructed from these components as will be illustrated by another bulletin I have here.

To give honourable members some idea of the detail these bulletins deal with, I will mention one or two points. One refers to water that is used by the children. They even assess the quantity of water used in a hand basin. I quote—

As the basins each hold only about a quart of water, compared to about a gallon capacity of a normal domestic basin, there is a saving of about 32 per cent.

Therefore it can be seen that the Ministry of Education has even considered savings in water. There is set out in the back of this bulletin the exact methods that are to be used for the planting of lawns, the amount of manure to be used, the type of grasses to be sown, and the acreage to be covered. Also, there is a cost analysis which sets out the various cost components and the contingencies which are encountered in the construction of any new building. The costs of materials are itemised and shown as so much per square foot.

The details in this bulletin are absolutely remarkable. The Wokingham school, with which this bulletin deals, was built at a cost of £3 17s. per square foot in 1951. It has 76.5 square feet per place. If any architect were to read this bulletin he would have all the information required for the construction and development of a school. There are photographs which show how each section is bolted into place and the bulletin also supplies comprehensive design, together with a photograph of the model of the school which is in single-storey, two-storey, and four-storey sections.

Bulletin No. 23 deals with 19 different schools throughout Britain. Some are denominational schools, some are county schools, and so on. It is interesting to note that in all these schools the teaching space averages well over 60 per cent. of the total area. The description of each of these

schools covers approximately four pages of the bulletin. On the first page is set out the type of school, the number of pupils for which the school is built, the cost per place, the basic net cost per place, the date of tender, the name of the architect, and the method of construction. Underneath that is supplied figures on the teaching area, the full area of the school, the percentage used for various school functions and the cost per square foot.

The bulletin also shows the teaching storage space, including dining space, kitchen auxiliary, storage for pupils, sanitary accommodation, change rooms, administration space, including boiler house and fuel store, and circulation. Further, all that information is shown in percentages to make a comparison.

On top of that there is given an aerial picture of the school and further over there is a ground plan which includes a plan of the layout of the classrooms. There are 19 of these schools, varying slightly in cost according to the year of construction during the period from about 1951 to 1963. It supplies the architect's name, the builder's name, and the date of tender. This is another bulletin that is well worthy of study and one to which attention should be given by our architects in the Education Department.

In order to get these buildings constructed at the price at which they have been built in England, it was necessary for the various counties responsible for the building of them to form themselves into consortiums in order that they could order in large quantities. The number in each of these organisations varies according to the size of the county, and on each of the consortiums the British Ministry of Education is represented.

In Western Australia we have an organisation which could take the place of the consortium in England. That is the Public Works Department, which has all the facilities and skill required for the construction of schools. It is not necessary for a government department to erect the buildings, because in England they are all erected under contract. The various organisations merely draw up the plans, order the materials in bulk and, in that way, save a great deal of money, because they are able to purchase materials in large quantities.

I have analysed these costs, and if our building costs were 25 per cent. greater than the comparative cost in England we would be able to increase our classroom space by 33 per cent. in any one year. I would therefore recommend to the Minister that he send one of our top architects to England to study the method of school building employed there in an effort to save money and acquire the necessary classroom space which is so badly needed in this State.

**MR. BRAND** (Greenough—Premier) [12.14 a.m.]: Very briefly, I would point out to the Committee that proposals similar to those that have been advanced by the honourable member for Gascoyne came before Cabinet before I went to England. The position was that it was proposed to send a team of three men to England to examine such matters as have been raised by the honourable member. One of these men was to be drawn from the architectural division of the Public Works Department, one from the Treasury, and another from the Education Department.

However, in view of the imminence of my visit to England it was decided not to send these men, and more particularly in view of the fact that the Government of New South Wales was following a similar course. Therefore it did not seem necessary that a team of men should be sent to England to investigate this matter. The under-secretary of the department and I interviewed the Minister for Education in England with a view to inspecting these schools. I came to the conclusion that the reduction in costs resulted from a wholesale mass production method, even to the extent of door knobs and hinges which were produced in huge quantities. As the honourable member explained, mass production was used for unit after unit.

The Minister in England furnished us with a lot of material which we brought back. He mentioned the fact that New South Wales had sent a similar mission. The Education Department is now in the process of thoroughly examining ways and means to take advantage of some of the methods under this system, in the hope that we might also reduce our costs. To get anywhere by way of a fair comparison we must compare like with like. For instance, to visit England and to see what is being done there is quite different to reading pamphlets. I thank the honourable member for his interest. The principle of applying general standards to public buildings could apply in the fullness of time in Western Australia.

**Vote put and passed.**

**Votes:** Native Welfare, £567,739; Public Works and Buildings, £2,128,450; Harbour and Light and Jetties, £576,900; Labour, £34,902; Industrial Commission, £47,679; Scaffolding, £17,624; Factories, £47,010; State Insurance Office, £5; Mines, £723,264; State Housing Commission, £5; Crown Law Offices, £927,583; Electoral, £105,896; Licensing, £15,742; Lands and Surveys, £1,124,941; Forests, £589,790; Bush Fires Board, £42,017; Chief Secretary, £162,455; Registry and Friendly Societies, £50,650; Prisons, £411,100; Observatory, £14,840; Medical, £7,086,400; Homes, £623,850—put and passed.

**Vote: Public Health, £903,435—**

**MR. FLETCHER** (Fremantle) [12.24 a.m.]: I have two letters which I wish to make known to honourable members. Without preamble I shall read them, because they are self-explanatory. The first is a letter addressed to me and dated the 20th November, which reads as follows—

Dear Mr. Fletcher,

Some time ago, on the occasion of my contacting you about Steve and C.M.H., you wrote to me indicating that should I think you could help A.A. at any time, to let you know.

For about two years now, A.A. Central office has been located in a State Government building at 55 Murray Street, Perth, and up until about 6 weeks ago, a cup of tea was provided there for members and newcomers. You can readily appreciate that the invitation to a cup of tea and a yarn with recovered alcoholics was a factor in assisting to attract the newcomer to A.A. and away from the wine saloons and hotels. As was to be expected there were occasions when this invitation was abused by persons more or less "under the influence" and there were one or two complaints of bad language being used in the hearing of occupants of adjacent offices.

The negative solution to this dilemma resolved into a withdrawal of the "cup of tea" invitation to all and sundry including ex-inmates of prisons and institutions. It is not now competent for me or anyone else to invite ex-inmates of institutions to come up to central office and have a cup of tea. I have given this matter a great deal of thought and cannot but conclude that the banning of the club aspect of central office is a retrograde step. I have come out of Claremont on three occasions and eventually got sober the hard way. To invite an inmate to call at central office without a "cuppa" is to my mind absurd. He will involuntarily gravitate to the hotel or wine saloon for company but while he has the opportunity to talk to recovered alcoholics over a cup of tea he has a chance of staying sober. For my part I would have no hesitation whatever in giving a person in charge who breached the peace. At least in the lock-up he will not be run over by a truck whilst under the influence.

Perhaps the State Government could and would find a more suitable site but at present the rehabilitation of discharges is impeded by the withdrawal of the social side.

I don't know whether you can help in this need or not but I feel bound to place before you the position as I see it.

I desire to make it clear that the opinions expressed above are mine and are by no means unanimous in A.A. circles. The very nature of the structure of A.A. precludes any discipline or internal government.

If you have read this far, thank you for your interest.

Mr. Ross Hutchinson: Who put the ban on?

Mr. FLETCHER: I do not know. As this is a health issue I felt it incumbent on me to reveal the matter to the Minister to enable him to investigate the position. The reply which I sent is as follows:—

Dear Sir,

I thank you for yours of 20th inst., relevant to withdrawal of opportunities for A.A. Members to fraternise around a social "Cup of Tea" at Head Office, 55 Murray Street, Perth.

It is understandable that certain A.A. Members could give offence to employees in the building concerned.

Having this in mind, and accepting the desirability of providing suitable alternative premises in which A.A. Members can gather around a Tea Pot, rather than in a Hotel Bar or Wine Saloon—I shall write the appropriate Minister and forward his reply.

Vote put and passed.

Vote: Mental Health Services, £1,603,497—put and passed.

Vote: Fisheries, £143,090—

MR. JAMIESON (Beeloo) [12.26 a.m.]: I would like to comment on some matters contained in the report of the Honorary Royal Commission into the fishing industry, which brought quite a lot of cross-fire between the commissioners and the Minister. I hope the Minister will not be sticky on what I have to say, because the report contains quite a lot of evidence which indicates there is something which is fundamentally wrong, and has been so for many years.

I have asked questions of the Minister for Fisheries regarding crayfish in berry, as a result of certain things which were brought to my notice by people engaged in the industry. Before the industry can progress further, we must recast our thoughts completely. The recommendations of the Honorary Royal Commissioners were not meant as a particular reflection on the department, nor were they immature.

For years I have been at the Minister, pressing him to declare a closed season while female crayfish are in berry, and to declare a complete embargo on the catching of female crayfish during the time they are in spawn. That is the

only practical way of protecting this industry. If that is done we will get somewhere.

The Minister should introduce a regulation immediately to prohibit the taking of female crayfish at the time when they are normally expected to be in berry. If he can protect the female crayfish during that period, I do not mind if he opens the season for the rest of the year.

Female crayfish are capable of spawning 500,000 eggs in a season. Crayfish soon restock depleted grounds if they are allowed to remain undisturbed while they are spawning. If we permit female crayfish to be caught at that time we will experience trouble in maintaining the supply. Regardless of what the experts say, it is only common sense to protect female crayfish while they are in spawn. If they are not protected at that period we will lose the industry for good in a few years' time.

One other aspect disturbs me. Much of the evidence given before the Honorary Royal Commission was held in camera, and is not available to the Minister or to us. It is about time a reshuffle in the thinking of officers of the Fisheries Department took place, from the base inspector to those in charge of the department. They will need to regard the future outlook of the industry as being of great importance to this State. They should not look upon it as just another job, as many of them have done. This situation should not be left, as it is in many instances, to the whim of the inspectors themselves. Many cases of undersize crays have been taken and there is no doubt that a lot of trading is done in cray meat.

Many matters are not dealt with in the report. Possibly some of them were dealt with in the in camera sessions. We know that cray meat is kept in hidden refrigerators until enough has been accumulated to warrant a truckload of it being sent to the east for sale in the chain stores there.

This type of thing has been going on and will continue to exist unless the Minister is prepared to shake the whole thing up. He should tell his department that he wants no more of it, and another regulation should be implemented which will give some power. Forget about the season closing at a certain time during the winter! This does not make much difference. Half the time when the season is closed the boats cannot get out anyway; and if they do, they do not do any harm—certainly nowhere near as much harm as is done in the period from January to March when the female fish are in berry.

I therefore suggest that he reconsider the position because it certainly needs it. Experts are not needed to advise, because only a little common sense is necessary to solve the problem, which is resulting in the fish being wiped out along the shoreline.

**MR. ROSS HUTCHINSON** (Cottesloe—Minister for Fisheries) [12.32 a.m.]: I am not an unreasonable Minister, I like to think. I took the opportunity earlier this session of commenting on the findings of the Royal Commission in order that honourable members might have an opportunity of knowing my department's views and my own on the recommendations made.

For my pains and the comments I made, I was told that what I had to say was in bad taste, and that I was an ostrich. If I wanted to indulge in name calling I could call some honourable members, not an exotic species, but one of our own local indigenous birds, red and blue in colour, if I remember correctly, which makes a raucous noise and does not do a great deal more, commonly called the galah; but of course I would not say that.

However, I would like to urge those honourable members to again have a look at what I said and they will realise that my remarks were quite temperate. I also said that next year legislation would be introduced to bring about certain improvements.

**Mr. Jamieson**: But you could do something to regulate this position.

**MR. ROSS HUTCHINSON**: No. I would like the honourable member to read what I said about the female crayfish in berry. I do not attempt to ignore my experts in this matter.

**Mr. Toms**: I think the honourable member for Beeloo is right on that one.

**MR. ROSS HUTCHINSON**: I do intend next year to introduce legislation to tighten penalties and make other amendments suggested by the commission. I have already said that the report contained some items which could be looked at and given due consideration. This I promise to do.

**Vote put and passed.**

**Votes**: Local Government, £61,675; Town Planning, £84,570; Child Welfare and Outdoor Relief, £866,344—put and passed.

**Vote**: Police, £2,460,335—

**MR. BRADY** (Swan) [12.39 a.m.]: I was not anxious to say anything, but other members have taken the opportunity to discuss matters they consider important—including the honourable member for Fremantle, who has discussed alcoholics. I want to discuss alcohol as it affects teenagers, particularly in view of the questions I asked earlier in the session in regard to alcoholics and nicotine poisoning.

The Minister for Health informed me that no records were kept at the Royal Perth Hospital in connection with alcoholics. This situation is important, especially when we have heard in recent

days of the decision by the police to give kid glove treatment to teenage drinkers. I feel it is important enough to refer to it at this stage of the Estimates.

Whilst I do not want to criticise the Minister for Police or the Minister for Health, I think the time is well overdue when those two Ministers should get their heads together to see what is going on in the metropolitan area in regard to teenage drinking.

It would be interesting to know who is responsible for giving this kid glove treatment to the teenage drinkers, who are potential killers not only of themselves but of other people also. The Minister for Police should instruct his senior police officers to have a pretty strong talk to the liquor interests in the metropolitan area—both the wholesale and retail licensees. It is not good enough to single out teenagers who are potential killers after having consumed alcohol and give them this kid glove treatment while other people who may commit a breach of the law are convicted in the police court. This is a dangerous trend and one which needs nipping in the bud right away.

I noticed in the paper the other day that a magistrate in a country overseas summonsed before the court those who had been responsible for conducting an afternoon drinking party for youths. That is the way I feel about the position here. Too many young people are being killed, mainly because of ignorance. I am not going to say who is responsible for the ignorance. However, it was reliably reported only a few months ago that the Royal Perth Hospital was a nightmare at weekends because of drunken drivers. That was why I was amazed when the Minister for Health informed me that no records are kept on this subject at the hospital.

As I have said, it is about time the Minister for Health and the Minister for Police got their heads together to see whether this position cannot be remedied so that teenagers will not be killed on the roads in the early hours of the morning after having apparently obtained liquor from the drive-in bottle departments at hotels. Surely the Minister for Police and the Minister for Health, by means of conferences, could take some steps to stop this serious position!

What is the use of giving these teenage drinkers a nice little lecture while others who might temporarily borrow a cycle or take something from someone's backyard or front verandah are charged in the court? If kid glove treatment is to be given to one group, it should be given to everyone.

I feel very strongly on this matter but I do not necessarily want to speak at length. However, as other honourable

members have seen fit to raise matters—such as the honourable member for Fremantle, who raised the question of alcoholics—I felt that I should refer to this subject. I am very sympathetic towards alcoholics and I know that a good job is being done in connection with them. However, I do not think that we should have so many alcoholics; and if people in responsible positions examine the the position carefully during conferences with their departmental officers, the weaknesses should be found and remedied.

While I am the member for my district, in which some difficulties have arisen in regard to teenage drinking from time to time, it is my responsibility, even though it be at 6 o'clock in the morning, to raise this important matter.

**MR. CRAIG** (Toodyay—Minister for Police) [12.42 a.m.]: I feel it is my responsibility to correct the honourable member for Swan, who considers that the present system—which has only been instituted for a short while—of making first offenders attend a lecture is kid glove treatment.

**Mr. Brady**: Of course it is.

**Mr. CRAIG**: The reason the new system was adopted was that the maximum fine was only £4.

**Mr. Brady**: That is not enough.

**Mr. CRAIG**: Let me finish! As £4 to many of these folk is only cigarette money, it was not sheeting home to them the effectiveness of any action taken by the police or the courts. For that reason, and as a result of the conference between the police and the Public Health Department, it was decided to institute these lectures. Not only is the offender required to attend, but every endeavour is also made to have the parents present.

If an offender commits a similar offence subsequently, he is taken to the court and his first offence is taken into consideration also. We must remember that so many of these children—and that is all they are—when they are brought before the court as first offenders, have a stigma against their names for the rest of their lives. I feel that that is not the right approach because the majority of boys and even girls can be rehabilitated more quickly by attending these lectures than by being charged before a court.

This system was only recently adopted and is naturally on a trial basis, but I feel confident it will be successful.

**MR. FLETCHER** (Fremantle) [12.44 a.m.]: I have a number of grizzles to make on this vote. On the 5th November I asked the Minister—

Would he inform me of—

- (a) revenue across the counter at the Fremantle traffic office for each of the past five financial years;

- (b) the number and classification of staff for each of those years; . . .

The Minister replied—

- (a) 1959-60—£264,768.  
1960-61—£312,665.  
1961-62—£354,524.  
1962-63—£393,176.  
1963-64—£496,678.

		Public		
		Police	Service	Total
(b)	1959-60	13	5	18
	1960-61	13	5	18
	1961-62	13	5	18
	1962-63	14	5	19
	1963-64	15	5	20

The **CHAIRMAN** (Mr. I. W. Manning): The honourable member must confine his remarks to one of the items, because the Minister has replied to the general debate.

Vote put and passed.

**Votes**: State Abattoirs and Saleyards, £214,049; Railways, £19,124,446; Country Water Supplies, Sewerage, Drainage and Irrigation, £2,221,986; State Batteries, £209,000—put and passed.

This concluded the Estimates of Revenue and Expenditure for the year.

#### Report

Resolutions reported and the report adopted.

#### In Committee of Ways and Means

**MR. BRAND** (Greenough—Treasurer) [12.49 a.m.]: I move—

That towards making good the supply granted to Her Majesty for the services of the year ending the 30th June, 1965, a sum not exceeding £70,600,500 be granted from the Consolidated Revenue Fund.

Question put and passed.

#### Report

Resolution reported and the report adopted.

### STATE TRADING CONCERNS ESTIMATES, 1964-65

#### Tabling of Estimates

**MR. BRAND** (Greenough—Treasurer) [12.50 a.m.]: I present a copy of the State Trading Concerns Estimates for the year ending the 30th June, 1965, and move—

That this paper be laid on the Table of the House.

Question put and passed.

#### In Committee

Estimates of Revenue and Expenditure for the State Trading Concerns for the year ending the 30th June, 1965, now considered, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

**Divisions:** The West Australian Meat Export Works, £981,200; Wyndham Freezing, Canning and Meat Export Works, £1,147,391; State Shipping Service, £3,011,348; State Engineering Works, £664,000—put and passed.

#### *Report*

Resolutions reported and the report adopted.

This concluded the Estimates of the State Trading Concerns for the year.

### **LOAN ESTIMATES, 1964-65**

#### *In Committee*

Resumed from the 22nd October, the Chairman of Committees (Mr. I. W. Manning) in the Chair.

**Vote: Railways, £4,700,000—**

**MR. JAMIESON** (Beeloo) [12.53 a.m.]: I just want to make a brief comment in regard to the Railways Department. I want the Minister for Railways to do something about the naming of the marshalling yards in the area of Kewdale, Cloverdale, and Welshpool. Nearly every time the yards are referred to in the Press a different name is used, and if the Minister looks at the map, even though they are referred to as the Kewdale marshalling yards, he will see that they are more in Cloverdale than in Kewdale, and very little of the yards is in Welshpool.

To clarify the position they should be called the central marshalling yards, or given some name like that to indicate where they are. At the moment people are given a false impression, because they are no more in one territory than another. I suggest a name be adopted so that everybody will know where the yards are. One minute they are referred to as the Kewdale marshalling yards, the next time the Cloverdale marshalling yards, and the next time the Welshpool marshalling yards. Consequently people get the idea that marshalling yards are being built all over the place. I think the position should be cleared up by their being given a proper name instead of allowing the position to carry on as it exists at the present moment. The yards are progressing quite rapidly and the stage has been reached where the clearing has been done, and I understand the earth works should be commenced shortly.

I hope, however, that the department will give some thought to clearing up the name of the yards. I do not mind what they are called so long as they are given some name instead of a district name, because the yards really cut across three different districts.

**Vote put and passed.**

**Votes:** Public Works, £13,636,299; North-West, £2,068,701; Metropolitan Water Supply, Sewerage and Drainage, £2,800,000;

Mines, £150,000; State Housing Commission, £50,000; Agriculture, £263,500; Forests, £150,000; Fisheries, £15,000; Industrial Development, £200,000; Other State Undertakings, £384,000; Sundries, £968,500—put and passed.

This concluded the Loan Estimates for the year.

#### *Report*

Resolutions reported and the report adopted.

### **LOAN BILL, £24,250,000**

#### *Message: Appropriation*

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

#### *Introduction and First Reading*

Bill introduced, on motion by Mr. Brand (Treasurer), and read a first time.

#### *Second Reading*

Bill read a second time, on motion by Mr. Brand (Treasurer).

#### *In Committee, etc.*

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

#### *Third Reading*

Bill read a third time, on motion by Mr. Brand (Treasurer), and transmitted to the Council.

### **APPROPRIATION BILL**

#### *Message: Appropriation*

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

#### *Introduction and First Reading*

Bill introduced on motion by Mr. Brand (Treasurer), and read a first time.

#### *Second Reading*

**MR. BRAND** (Greenough—Treasurer) [1.5 a.m.]: I move—

That the Bill be now read a second time.

**MR. HAWKE** (Northam—Leader of the Opposition) [1.6 a.m.]: Some of the money being voted in this Bill will doubtless be used to finance the operations of this sitting of Parliament, and of subsequent sittings. I would like the Treasurer to give us some indication as to what he proposes to do now. It is 1 o'clock in the morning, and I think honourable members would wish to know whether the Premier intends to try to finish the session during this sitting, or whether, in view of the hour of 1 o'clock, he has some other proposal in mind.



**MR. BRAND** (Greenough—Treasurer) [1.8 a.m.]: It is my desire to finish this session of Parliament, if we can, during this sitting, but only if it is the wish of honourable members. There is a fair bit of private business on the notice paper, but having got through the Estimates, it would not appear that we would have to sit unduly long to deal with the balance of the business on the notice paper. I would be prepared to discuss the matter with the Leader of the Opposition, and in the meantime we could go on with the Land Agents Act Amendment Bill. We might be able to come to some mutual arrangement on this.

**MR. H. MAY** (Collie) [1.9 a.m.]: I would like some definite information as to what the Premier intends to do. I have been entrusted with a particular motion that has been on the notice paper for some time.

The **SPEAKER** (Mr. Hearman): Order! The honourable member cannot proceed because the Treasurer has wound up the debate.

Question put and passed.

Bill read a second time.

#### *In Committee*

The Chairman of Committees (Mr. I. W. Manning) in the Chair; Mr. Brand (Treasurer) in charge of the Bill.

#### Clause 1: Short title—

**MR. H. MAY**: Once again I ask the Premier to let us know what his intentions are in regard to the other matters remaining on the notice paper. As I was saying earlier—when I was prevented from continuing by the Speaker—I have been entrusted to put a proposition before this Parliament in regard to the new power house at Kwinana.

A considerable amount of research has been undertaken in connection with this matter both by other people and myself, and it will take me at least two hours to move and explain my motion. It would not be fair to expect me to introduce this motion at this time of the morning and do justice to it. Honourable members are restless, and they are inclined to look at one glaringly if one gets up to speak at this time of the morning.

**MR. BRAND**: I would like to discuss the matter with the Leader of the Opposition and anybody directly concerned. The honourable member must realise that this motion came in after we had given precedence to Government business; but I only make that point. If it is the honourable member's intention to talk for two hours then I might suggest that rather than have the House rise at this time, we should proceed with the Land Agents Bill while I talk with the Leader of the Opposition about the matter.

Clause put and passed.

Clauses 2 to 4 put and passed.

Schedules A to G put and passed.

Preamble put and passed.

Title put and passed.

#### *Report*

Bill reported, without amendment, and the report adopted.

#### *Third Reading*

Bill read a third time, on motion by Mr. Brand (Treasurer), and transmitted to the Council.

### **BILLS (4): RETURNED**

1. Members of Parliament (Legislative Council) Retirement Bill.
2. Iron Ore (Cleveland-Cliffs) Agreement Bill.
3. Iron Ore (The Broken Hill Proprietary Company Limited) Agreement Bill.
4. Industrial Lands (Kwinana) Agreement Bill.

Bills returned from the Council without amendment.

### **LAND AGENTS ACT AMENDMENT BILL**

#### *Second Reading*

Debate resumed, from an earlier stage of the sitting, on the following motion by Mr. Court (Minister for Industrial Development):—

That the Bill be now read a second time.

**MR. JAMIESON** (Beeloo) [1.18 a.m.]: As the Minister indicated, this Bill was dealt with rather fully in the Legislative Council, and there can be no overall objection to its intent to tighten up the issuance of licenses to land agents, and to bring in another category of license, which is all to the good. I feel that to bring in land salesmen, with certain exemptions, and require them to be licensed under the Land Agents Act is quite sound. The Minister indicated that perhaps some of the people who have received licenses were not desirable people. It was not always the fault of the court, because the court could only ascertain facts as to character, and after that it was sort of up to the magistrate. I should imagine that if any one of us were magistrates and nothing else were put forward about a chap, we would be reluctant not to grant a license. There would be no real reason why one should not, particularly as there have been fewer instances of land agents of poor repute since licenses were granted.

The measure also tightens up the provisions in cases where dummies have acted on behalf of a person who has lost

a license. In some cases the wives are the licensees. They hold the nominal license and the other person transacts business as before. That is undesirable. One should know who one is dealing with; and this provision is all to the good.

The actual details of the conditions to be attached to the granting of licenses will require that an applicant—

(i) has passed the prescribed examinations relating to the carrying on and conduct of the business of a land agent and the duties and liabilities of a land agent;

(ii) has within the period of five years immediately preceding his application, held—

a license, or similar authority under a corresponding enactment of any other State or Territory of the Commonwealth to act as a land agent,

whether on his own behalf or on behalf of a firm or company, not being a license granted to him as being a person of the kind referred to in subparagraph (v) of this paragraph;

(iii) has during the two years immediately preceding his application, acted as and carried out the functions of a land agent and been a member of a firm that is a licensee;

(iv) has, where his application is made at any time within one year of the date of the coming into operation of the Land Agents Act Amendment Act, 1964, within the period of four years immediately before that date, been engaged in full time employment as a land salesman for not less than three years or for periods amounting in the aggregate to not less than three years; or

(v) is an executor, administrator or trustee of a deceased licensee and that his application is for the purpose of performing functions, exercising powers or carrying out duties as such.

I should say those conditions pretty well tie up the granting of a license; and the position should be improved for the public in general. I previously mentioned that a land salesman would now have to register and put up a fidelity bond as is the case with a land agent, and will be under the control of the Act. Therefore anybody can be assured of some coverage in the case of default. Just after the war, and within the last 10 years, many land agents defaulted; but I think the Land Agents Act has, in the main, had a great deal of effect on the position, with the result that fewer people have defaulted over the last few years.

In the main I would say most of the people who are transacting property transfers and sales are pretty good people, as most in the business community are. Of course, there are usually a few scallywags in all organisations, and in order to legislate against such persons, it is necessary to constantly review the Acts on the Statute book, and take action in this regard from time to time.

It is not quite clear who shall set this examination. I would be happier if the Minister could explain details of the examination. For instance, where would somebody wishing to sit for examination actually gain his knowledge other than by practical experience? If a person worked in conjunction with a recognised land agent, either in selling land or in some other capacity, that person would learn a lot by experience. But from the academic point of view, how would one become a land agent? I am not sure that that point can be cleared up. However, the endeavour is a good one. If we are going to have a Land Agents Act, it must give a guarantee of coverage to the public; and the fidelity bond makes the land agents act in good faith with the public.

**MR. GUTHRIE (Subiaco) [1.24 a.m.]:**

I do not wish to delay the House for long on this measure, but there is one particular feature in it which I do not like. Therefore I would like it recorded that I do not agree with certain provisions in this Bill. Suffice it to say that it had a unanimous passage in another place; and it appears as if it will have a unanimous passage here, bar myself.

I do not propose to press it very far, but there is a completely revolutionary conception contained in the Bill which I feel has escaped notice. The original conception of the Land Agents Act was that any person, no matter who he was, could apply for a land agent's license so long as he could satisfy the magistrate he was a person of reasonable character and able to put up the necessary fidelity bond. That has applied right up to the present time; but in this measure we have a half-baked attempt to bring in something in the nature of a professional Bill, or a trade or avocation Bill, which has been absent from the land agents legislation in the past.

The honourable member for Beeloo has hit upon one point: that of the prescribed examination. It is not uncommon to have prescribed examinations in many avocations, professions, or trades, but there is always available to the student who wishes to enter a profession or trade a course of instruction at a technical college, or a university, or as laid down by the body itself. The course of study is clearly laid down and there is a curriculum; and a person who studies it to sit

for the examination knows before he starts what he has to study and what the examination is likely to be about.

In this instance, that is not so. In fact, this Bill proposes that henceforth there will be a new precedent for a person to hold a land agent's license; and this is done by adding new subsection (3) of section 4 to be inserted into the Act. That could mean five things; though in actual fact, if one analyses them, one finds that from a practical point of view they come back to only two alternatives.

The first of the five procedures is a prescribed examination. The next applies to people who have held a license outside the State coming into the State. They would be a limited few. The third, which is an alternative to the prescribed examination, provides that the man has been carrying on the business of a land agent and is a member of a firm that holds a license. The other two are not of much moment. The fourth will go out of existence after 12 months from the date of the coming into effect of the amendment Act. The fifth applies to an executor, administrator, or trustee of a deceased licensee, for the purpose of cleaning up the estate.

So from a practical point of view, anyone who wants to obtain a land agent's license is faced with two alternatives: First he must pass the prescribed examination, and we do not know what the examination will be. I would say I could set an examination paper without any difficulty at all along the lines proposed in this Bill and I guarantee that not one land agent in business in this city would pass it. I could make it certain that that would be so. There is a safeguard there, but the loophole—and I do not press the point—lies in the alternative. If a land agent wishes to enter the land agency business it is possible for him to become a partner in an existing firm. It is required under the Act that one member shall hold a license on behalf of the firm. So if B goes into partnership with A, and A holds a license, after two years B is able to have a license and there is no need for that partner to pass an examination; and we are asked to take on trust what this examination will be.

I am not saying one way or another whether it is desirable or undesirable to raise the land agency business to a professional status, but there is an obligation on those who support it to put up their case. I reserve my opinion on the subject. I do not want to be quoted in the future, because I let this measure pass tonight, if a measure comes down next year or the year after, that I have committed myself towards accepting the land agency avocation as having a professional status. I reserve judgment. To the rest of the Bill I have no objection.

**MR. COURT** (Nedlands—Minister for Industrial Development) [1.30 a.m.]: I thank both honourable members for their support of the Bill. The comments of the honourable member for Subiaco have been noted. In answer to the honourable member for Beeloo, so far as the examinations are concerned they will be prescribed in the light of experience and they will be changed if necessary. My understanding in respect of the examinations is that they will be set by the supervisory committee, and to a large extent the chairman of the committee (Mr. McFarlane) will be the main person responsible for that.

It is not intended to have anything of a nature which would be unfair or unrelated. The idea will be to have examinations which will be appropriate to this profession, so that people who are going to carry on this calling or profession will know all the aspects of it such as land values, methods of registering titles, and the like. I think we can assume that with the passage of time the examinations will become more comprehensive; but initially it is not the intention to make them so severe as to be restrictive to an unreasonable degree.

**Question put and passed.**

**Bill read a second time.**

*In Committee, etc.*

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

*Third Reading*

**Bill read a third time, on motion by Mr. Court (Minister for Industrial Development), and passed.**

## **BILLS (2) RETURNED**

1. Mine Workers' Relief Act Amendment Bill.

Bill returned from the Council with an amendment.

2. Factories and Shops Act Amendment Bill.

Bill returned from the Council with an amendment.

## **ADJOURNMENT OF THE HOUSE: SPECIAL**

**MR. BRAND** (Greenough—Premier) [1.37 a.m.]: With your permission, Mr. Speaker, I would indicate that agreement has been reached with the Leader of the Opposition that we should adjourn and that the House should meet again later on this morning. I would hope—it may be a pious hope—that we can finish the sitting somewhere before the evening meal or somewhere about that time. There are a number of honourable members who wish

to get home and there is not that much business on the notice paper. I therefore move—

That the House, at its rising, adjourn until 11 a.m. today (Friday).

Question put and passed.

House adjourned at 1.38 a.m. (Friday).

## Legislative Council

Friday, the 27th November, 1964

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## MINE WORKERS' RELIEF ACT AMENDMENT BILL

*Definition of "Mines Medical Officer":  
Ministerial Statement*

**THE HON. A. F. GRIFFITH** (Suburban—Minister for Mines) [10.35 a.m.]: I seek your permission, Mr. President, to make a short statement to the House.

The **PRESIDENT** (The Hon. L. C. Diver): Yes.

The Hon. A. F. GRIFFITH: Last night, when we were debating the Bill which amended the Mine workers' Relief Act, there was doubt in the minds of some honourable members that the inclusion of the interpretation "Mines Medical Officer" might mean that persons affected and who have to be examined under the Act might have to go to Kalgoorlie at all times irrespective of the part of the country in which they might be working.

I said at the time that I would pursue some inquiries in the department to ascertain whether it was intended to make any change or whether the matter should proceed as usual. Honourable members would no doubt like to be informed that the amendment referring to the definition of "Mines Medical Officer" will in no way alter the position existing today in regard to the examination of miners or new applicants.

The mobile X-ray unit will continue its regular tours of all outback centres; the doctors will continue to make regular personal visits to centres where any particular problem exists; and the present practice whereby men may obtain provisional certificates pending the arrival of the X-ray unit will continue. In brief, no change in the present practice will be made.

## IRON ORE (TALLERING PEAK) AGREEMENT BILL

### *Second Reading*

Debate resumed, from the 26th November, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

**THE HON. F. J. S. WISE** (North—Leader of the Opposition) [10.37 a.m.]: It has become almost a monotonous duty on the part of honourable members to deal with the ratification of Bills concerned with iron ore. As I said yesterday, we have reached a stage where we have already been presented with a number of these Bills. One of the main difficulties of speaking, in a general way, to iron ore agreements is that unless one has the opportunity of securing a copy of the legislation immediately it is introduced in another place, which is my practice, there

The **PRESIDENT** (The Hon. L. C. Diver) took the Chair at 10.30 a.m., and read prayers.