

were handed in simply because the people concerned could not make ends meet. In a country such as this; and particularly in an area where an abundance of feed has always existed, the climatic condition is good, and every convenience is available on their properties to enable them to continue, why should these people give away their quotas? They cannot make a success of it under present conditions.

The Minister mentioned a letter which, I think, the honourable member for Warren read to the House. I do not intend to embark on the suggestions contained in that letter, but a small section of it I think would be well worth consideration and adoption. It is a suggestion advanced by the particular interest mentioned in that letter; and it is as follows:—

A new and constructive approach to the problems of the industry.

That is just what this industry needs—a new and constructive approach; and it will not get that if we are going to allow this matter to drift on and on by getting another report and another pigeonholed result. I think it is up to the State Government, apart from the scheme that is operating to the advantage of quite a few people, to double or treble without any fear of having any of that money lying idle.

Mr. Nalder: Do you mean double the clearing for new farms?

Mr. KELLY: I do not mean that at all. We are not embracing a sufficient number of farmers at the present time. I think many more could be included in this scheme. I think the Minister in his remarks said something about the applicants who could come along.

Mr. Nalder: That is right.

Mr. KELLY: But there are conditions that prevent certain of these people coming.

Mr. Nalder: They have to be fully engaged in farming.

Mr. KELLY: It will have to be put on a much broader basis than at the present time. I am fully aware of where this scheme started and how; but why should it embrace one section only? There is just as much sickness, and misery in the industry in other directions, particularly on the whole-milk side where quotas are low and the people are struggling with insufficient feed. I think the scheme could be extended very considerably, and this would alleviate a lot of the difficulty in the lower brackets, because that is where there is a considerable amount of trouble at the present time.

There are those who are in a good position, and there are those who are in a poor position; and the Minister must

realise that. I think the second matter mentioned in this letter is one which I just discussed with the Minister—

Finance on a long-term basis would raise the standard of development.

I think we as Western Australians, and the Western Australian Government, can bring about a tremendous improvement; and the investigation asked for by the honourable member for Warren is one that could have a very beneficial effect as a number of our producers are in a poor position at the present time.

I think the honourable member has in mind an inquiry of a local character. We know that any of these inquiries on a Commonwealth basis take a long time; so unless we can bring about something much faster I think this industry is going to be in a very bad way. I support the proposition of the honourable member for Warren that a committee be appointed on the basis he has suggested.

Debate adjourned, on motion by Mr. I. W. Manning.

House adjourned at 10.35 p.m.

Legislative Council

Thursday, the 15th October, 1964

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DENTISTRY IN WESTERN AUSTRALIA

Dentists: Number Practising and Required

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

- (1) How many dentists are actively practising their profession in Western Australia?
- (2) How many additional dentists would be required to meet the desired staffing of—
 - (a) various towns able to support a dentist;
 - (b) city requirements; and
 - (c) Government dental services and clinics?

Surgeries: Establishment by Local Authorities, and Government Assistance

- (3) How many local authorities have equipped dental surgeries and have been successful in obtaining the services of a dentist?
- (4) What Government assistance is available for this purpose?

Students: Schemes for Encouragement

- (5) What schemes and assistance are being used to encourage students to take up the study of dentistry in Western Australia?
- (6) Is it intended to step up this encouragement with a view to attracting more dental students; if so, to what extent?

The Hon. A. F. GRIFFITH replied:

- (1) Approximately 300.
- (2) To maintain the present ratio of dentists to population, we require 25 dentists a year, but with the expected increase in demand due to dental health education and to the increase in the number of country centres capable of supporting a resident dentist, it is estimated that a further five to 10 dentists per year will be required.
- (3) Cunderdin-Quairading shire councils combined. Beverley-Brookton shire councils are in the process of building a surgery, with the prospect of a dentist arriving. Three Springs Shire Council has started building a surgery for a dentist who is already waiting to commence practice. Corrigin Shire Council is planning to provide finance in next year's budget for a surgery for a dentist. Several other shire councils have also shown interest. The Dental Hospital assists with planning, etc.

QUESTIONS ON NOTICE

RAILWAY STATION AT MEEKATHARRA

Mobile Crane: Removal and Replacement

1. The Hon. D. P. DELLAR asked the Minister for Mines:

- (1) Is the Minister aware that the mobile crane has been removed from the Meekatharra railway station?
- (2) As Meekatharra is the head of the Mullewa-Meekatharra railway line, will the Minister give consideration to the replacement of a mobile crane at this centre?

The Hon. A. F. GRIFFITH replied:

- (1) Yes, because it was condemned. There is a 20-ton gantry crane there which is available for use and has a 20-ton block and a 3-ton block.
- (2) The question of crane facilities at Meekatharra is at present under consideration.

The PRESIDENT (The Hon. L. C. Diver) took the Chair at 2.30 p.m., and read prayers.

- (4) Assistance is available on the basis that the shire council provides a suitable surgery, while the Government provides financial assistance to a maximum of £780 towards the cost of equipment (estimated at £1,280), to be repaid over a period of 10 years at 5 per cent. interest. There is also a guarantee of income.
- (5) The State Dental Bursary Scheme and Commonwealth scholarships.
- (6) Consideration is being given to adding to the number of State dental bursaries.

WALDRON: USE ON HAY AND GRAIN

Effect on Stock

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

- (1) Is the Minister aware that a chemical known as Waldron, used by pest control companies to treat hay stacks and grain stored on farms in country districts, is reported to have caused death and illness to sheep, cattle, horses, and pigs consuming this fodder after treatment?
- (2) Is it correctly reported that animals coming in contact with the treated hay, when used as bedding, have been affected to the extent that it has been difficult, if not impossible, to save the animals' lives?
- (3) Is this chemical an anti-coagulant?
- (4) Is there any danger to persons handling hay or grain after treatment by Waldron?

Prevention

- (5) If these reports are correct, what steps are being taken to prevent this chemical being used for this purpose in the future?

The Hon. A. F. GRIFFITH replied:

- (1) A chemical called Warfarin has apparently been responsible for this.
- (2) Animals eating the hay have been affected.
- (3) Yes.
- (4) This is unlikely.
- (5) Pest control operators have been warned about this improper use of this pesticide.

PASTORAL AREA ON NULLARBOR PLAIN

Availability for Lease

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

- (1) Could the Minister advise if there is a 2,250,000 acre pastoral lease available for leasing on the Nullarbor Plain?

Location, and Availability of Water

- (2) If the answer to (1) is "Yes"—
 - (a) What is the location of this lease?
 - (b) Is water readily available?

The Hon. A. F. GRIFFITH replied:

- (1) An area of about 2,200,000 acres has been made available for pastoral leasing, applications for which close on the 21st October, 1964. The maximum area for each pastoral lease is 1,000,000 acres.
- (2) (a) The land is situated southward of the Trans-Australia railway, extending from about 30 miles westward of Haig station to about 20 miles eastward of Loongana station.
- (b) It is known that bores have been sunk along the northern boundaries of the land and that rockholes exist in parts of the land, but intending applicants should satisfy themselves as to the availability of water supplies.

POLICE STATION AT SANDSTONE

Renovations

5. The Hon. D. P. DELLAR asked the Minister for Mines:

- (1) Will the Minister advise whether provision was made in the 1963-64 Estimates for carrying out renovations on the Sandstone Police Station quarters?
- (2) If the answer to (1) is "Yes," why was the work not carried out.
- (3) Is it proposed to proceed with this work during the current financial year?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) There was a possibility of other government quarters, in good condition, being made available to the police officer but that has not eventuated.
- (3) Yes.

HOUSING FOR NATIVES

Erection in Merredin

6. The Hon. R. H. C. STUBBS asked the Minister for Housing:

- (1) How many homes are to be erected in Merredin for housing of native families during this financial year?
- (2) Where are they to be situated in the town of Merredin?
- (3) What types of houses are contemplated?
- (4) What will be the cost of each type?

- (5) Will they comply with the Health Act and model by-laws?
- (6) When is it anticipated building will commence?

The Hon. A. F. GRIFFITH replied:

- (1) One.
- (2) Lot 1032, Pollock Avenue, Merredin.
- (3) Type V (e) (self contained transitional type house).
- (4) £2,835.
- (5) Yes.
- (6) Within the next four months.

SCHOOL BUS SERVICES

Operation Details

7. The Hon. A. L. LOTON (for the Hon. A. R. Jones) asked the Minister for Local Government:

- (1) What is the number of subsidised school bus services?
- (2) What is the total mileage involved?
- (3) What number of children is catered for?
- (4) What is the total cost?

The Hon. L. A. LOGAN replied:

- (1) 59.
- (2) 2,488 daily.
- (3) 861.
- (4) £182 daily.

8. *This question was postponed.*

OFFENDERS PROBATION AND PAROLE ACT AMENDMENT BILL

Third Reading

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

YOUTH SERVICE BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [2.41 p.m.]: I move—

That the Bill be now read a second time.

As described by the Minister for Education in another place, this Bill seeks to set up a youth council whose function it will be to formulate and implement a comprehensive youth service based on the recommendations contained in the report of the committee appointed in April, 1962, to investigate and recommend ways and means of further promoting youth work in Western Australia.

It is not suggested that the extension of youth club work, as envisaged in the introduction of this measure, will be the complete answer to the problems of the

"left school youth" as represented by the 15 to 19 year age group. It is believed, however, that well planned and well conducted environment can contribute materially by the encouragement of the attributes of loyalty, comradeship, and belonging through contact with more mature and evenly balanced members of the community.

A great deal of thought has been given to whether the National Fitness Council should be charged with the responsibility of co-ordinated youth services. As is known, this organisation has within its ranks a group of citizens who have proved over an extensive period their ability in and devotion to the cause of youth. However, it was felt that the National Fitness Council, already fully engaged in its present activities, could not reasonably be expected to accept the added responsibility. The proposal, therefore, is to set up initially an entirely separate organisation, though when the youth council is fully established there may well be a tendency for the two councils to come together and ultimately unite.

The council will be established as a body corporate with 11 members under a chairman appointed by the Minister. In deciding the composition of the youth council, it was realised that the vast experience of the National Fitness Council should be availed of. Two members of the National Fitness Council will therefore be appointed to the new organisation. In addition, the Associated Youth Committee and the Associated Sporting Committee, both of which are affiliated with the National Fitness Council, will each be asked to submit five names, two of which in respect of each organisation will be appointed to the youth council. These members, together with two to be appointed from the Education Department and one from the Child Welfare Department, will provide a strong nucleus of committee members experienced in organised youth work.

The remaining two members will be selected by the Minister from two country centres. Their knowledge and experience will be particularly valuable in the council when the special problems of country youth organisations are under consideration. The chief functions of the proposed council will be—

1. To formulate a comprehensive plan for a youth service for subsequent approval by the Minister before putting it into effect.
2. To promote, assist and co-ordinate all activities relating to youth service.
3. To investigate ways and means of attracting young persons to participate in a youth service.
4. To provide and encourage other organisations to provide adequate facilities for leisure time occupations.

5. To provide and train officers to assist and guide clubs connected with youth service.
6. To promote in members of the public, local authorities and other public bodies an interest in the provision of an efficient youth service and solicit their co-operation.

Sufficient clerical staff and accommodation will be provided to enable the council to carry out satisfactorily the requirements of the Act; and with the consent of the administering Minister, the council will be free to co-opt the services of any Government department.

I hope and trust that the setting up of this youth council will play an important part in the future of our youth. Despite the number of youth organisations, including church and sporting bodies, there are too many youths in the State who are not attached to such organisations, and it is hoped that the youth council will be able to absorb not all, but the great majority, of the youths who are today outside the influence of the organisations to which I have referred. If this is accomplished, I think the council will be well worth while.

Debate adjourned, on motion by The Hon. R. H. C. Stubbs.

USED CAR DEALERS BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [2.46 p.m.]: I move—

That the Bill be now read a second time.

This Bill, which has been passed in another place, has four main features: firstly, the licensing of used-car dealers; secondly, the inclusion of "wreckers" as dealers; thirdly, licensing of dealers' premises; and, finally, provision for the inspection of vehicles. Furthermore, opportunity is being taken, in introducing this measure, to remove its provisions from the Traffic Act. This is part of a process under which the Traffic Act will eventually deal only with traffic matters.

This Bill amends existing laws to provide for stricter control being exercised over the sale of used motor vehicles. It is known, I should think, that many premises used for secondhand car dealings are regarded as being substandard. Under the existing Act, little can be done in that regard, but this Bill controls the type of premises considered suitable. On the passing of this measure, it might be expected that the "backyard" unlicensed dealer could be eliminated.

There is a provision empowering the Commissioner of Police to refuse a license in a case where premises are not deemed suitable for the purpose required. The

commissioner may also cancel the license relating to actual premises if sufficient grounds apply.

The question of "dumming" has been given consideration in the drafting of this measure and, in future, it will be possible to prevent a dummy being put into premises where a used-car dealer's license has been cancelled and the guilty party is continuing to operate through the dummy.

All used-car dealers' premises will need to be licensed individually. A responsible person shall be nominated in each case and with prescribed books and registers for each yard. Under the existing system of one license covering numbers of premises, sometimes far removed, the policing of the provisions in the Act is often quite difficult with officers being given the "run around."

It is required that an applicant for a license be a person at least 21 years of age and of good character. An applicant on behalf of a company will be required to supply the names of the directors of the company. The Traffic Act at present defines a dealer as one who, among other things, sells 15 vehicles in the space of a year. This provision was apparently incorporated not because of the policy of allowing a limited amount of dealing without a license but rather as an evidentiary provision. If this is so, it is quite valueless, for, in any prosecution, it is necessary to prove two ingredients; namely, that the defendant—

- (a) is engaged in the business of acquiring, disposing or exchanging used motor vehicles; and
- (b) in the course of that business, acquired, disposed of, exchanged or sold 15 vehicles in the space of a year.

Thus, far from lightening the burden imposed on the prosecution, it increases it.

Under this Bill, a police officer or traffic inspector may enter a used-car dealer's premises for the purpose of inspecting vehicles. They will be allowed to affix unroadworthy notices if an inspection justifies this being done. This authority will be exercised equally as if the faulty vehicle were being used on the roads and will largely, it is anticipated, eliminate unroadworthy vehicles being offered for sale. Misrepresentation is not wanted by the greater majority of dealers and it is not thought that any genuine dealer should fear these inspection provisions.

As mentioned earlier, "wreckers" will in future come within the interpretation of "dealers" for the obvious reason that, although used vehicles may be chiefly bought by wreckers for the specific purpose of wrecking and the sale of parts, many complete vehicles of this type are sold when opportunity offers.

There will be advantages to the C.I.B. also in the reports required of all vehicles acquired by wrecking firms.

Again, much inquiry work will be eliminated by the provision enforcing either the renewal of used-car licenses held by used-car dealers or the return of number plates within 15 days of the date of expiration. This should also reduce the possibility of unlicensed vehicles being sold as licensed vehicles to purchasers.

The Minister for Police, when explaining this measure in another place, informed honourable members that the Bill had the support of all connected with the industry.

Debate adjourned, on motion by The Hon. E. M. Heenan.

BIBRA LAKE-ARMADALE RAILWAY DISCONTINUANCE AND LAND REVESTMENT BILL

Second Reading

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [2.51 p.m.]: I move—

That the Bill be now read a second time.

Honourable members will know that the new railway serving the Jarrahdale-Kwinana-Fremantle area, which was laid last year, duplicates sections of the Fremantle-Armadale track which has been in operation since early in the century. The old railway was constructed to provide a link between the Port of Fremantle and the south-western railway through sidings such as Forrestdale and Jandakot, which contribute very little freight.

In this regard, I might mention that during the past two years no more than two tons of traffic were consigned from the former, and 178 tons from the latter, siding. Receipts at Jandakot continue, however, being mostly timber. Total receipts were 1,530 tons and 4,797 tons in that period. Nevertheless, it will be necessary to close Jandakot siding owing to standard gauge requirements, so the timber will in future be handled from Bibra Lake, a little closer to the port. The timber firm's premises are closer to Bibra Lake, so this should cause little or no inconvenience on that score.

With the closure of the Jandakot siding, it becomes increasingly evident that the section of line between Bibra Lake and Armadale serves little useful purpose and should be closed. Rail traffic between Jandakot and Armadale was suspended last January, and as this duplication of line between Bibra Lake and Armadale is not likely to be required in the future, the purpose of this Bill is to effect its closure on a date to be fixed by proclamation. The new heavier track, with suitable gradients for traffic between the south-west and the Kwinana-Fremantle area, is all that is now necessary.

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

FREMANTLE HARBOUR TRUST ACT AMENDMENT BILL

Second Reading

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [2.54 p.m.]: I move—

That the Bill be now read a second time.

When introducing this Bill in another place, the Minister for Works, who controls the Fremantle Harbour Trust, stated that the main purpose of the measure was to give a more appropriate title to the body charged with the administration of the Port of Fremantle, as well as to bring up to date certain provisions in the Act. These, in some cases, have remained unaltered since the Act was passed in 1902. The new title of "Fremantle Port Authority" is submitted as a more correct definition of the authority controlling the port. Also, it conforms to current trends in titles for such authorities. Prior to the hearing of what may be referred to as the *Panamanian* case, it had been considered that the Fremantle Harbour Trust had the immunity of the Crown, but the determination then made disposed of this contention. When it is considered that the trust is operating among the business and commercial world, it might well be agreed that it should enjoy such immunity. The Bill consequently contains an amendment to section 3 to leave no doubt that this immunity of the Crown is enjoyed by the Fremantle Port Authority.

The commissioners at present receive a fee fixed under the Act on the basis of attendance at meetings. There is an amendment which conforms to similar provisions in the Superannuation and Family Benefits Act for the Governor in future to determine the fees to be paid either on a yearly basis or by attendance at meetings.

At present, all officers must be appointed by the Governor. This entails quite a deal of formality considered unnecessary. Executive Council approval should only be necessary in the appointment of senior officers such as the general manager, assistant general manager, wharf manager, harbour master, secretary.

There is a machinery measure dealing with a reference to the first schedule. This arises through a 1960 amendment when a second schedule was added. The light used at Woodman's Point has now been vested in the trust, and this necessitates Woodman's Point being included in the boundaries of the area for which the trust is responsible. Another minor amendment affects the vesting of wharves in the commissioners. Wharf loading area should also be included.

The commissioners may under the Act undertake harbour extensions to the extent of only £2,000 in respect of any one

project. This is now quite obsolete and there is an amendment to remove this restriction. Harbour extensions may not be undertaken without the approval of the Minister. Ministerial sanction is also required for the provision of navigational aids within the area controlled by this instrumentality. In future, the commissioners will be empowered to provide such aids in their own right.

The obsolete provision requiring commissioners to keep displayed in front of their principal office a list of all dues and charges payable is being deleted. The penalty for evasion of port dues is being raised from £10 to £100 to bring it into line with other penalties. An appropriate amendment is included to enable the trust to borrow by overdraft from any Bank in the State approved by the Treasurer. At present it may borrow only by means of the issue of debentures or inscribed stock, or from the Treasurer.

Section 68 enables the municipal councils of Fremantle, East Fremantle, and North Fremantle to make by-laws. The Act is being amended to allow this section to operate for all municipal councils whose boundaries adjoin the port area. It has been submitted that these amendments will assist the commissioners to continue with their progressive outlook for the development of the Port of Fremantle and its installations and facilities.

Debate adjourned, on motion by The Hon. R. Thompson.

WATER BOARDS ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [2.59 p.m.]: I move—

That the Bill be now read a second time.

This brief measure has come from another place and the purpose of its introduction is to provide for land separately owned or occupied to be rated as a separate assessment. This would apply to land carried on as a separate business, farm, or residence, or situated in a different locality. For instance, separate pieces of land under the same ownership within the Harvey, Collie, and Waroona irrigation districts must be group-rated at present under one assessment. It follows that the grouping of the amounts of water allowed in return for rates paid also occurs. An irrigation farmer may, under this arrangement, exercise the right of taking all of his water allowance on any one of his several blocks. As a result, there is some loss of revenue to the department.

The main concern, however, is that growth of this practice could lead to the taxing of irrigation channels beyond their

designed capacity. The amendment in this Bill, when combined with another proposed amendment to the Rights in Water and Irrigation Act, will give the department the necessary power to control adequately watering of irrigation lands.

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

RIGHTS IN WATER AND IRRIGATION ACT AMENDMENT BILL

Second Reading

THE HON. L. A. LOGAN (Midland—Minister for Local Government) [3 p.m.]: I move—

That the Bill be now read a second time.

The provisions in this measure, which has been passed in another place, should be read in conjunction with the Bill I have just introduced to amend the Water Boards Act. The passing of this measure will overcome a problem which has arisen in the Harvey, Collie, and Waroona irrigation districts where irrigationists are entitled to waterings of their properties in return for rates paid.

There are many instances, however, when what is known as "split waterings" take place. This comes about through irrigationists owning property in two or more locations within a district and, under the provisions in the Water Boards Act which have operated up to date, the compilation of the rate book allows all of the owner's lands to be grouped under one assessment, thus permitting him to exercise the right of taking all of his water on any one of his blocks.

Though some loss of revenue is involved through these procedures, the main concern to the department is occasioned by the growth of the practice, which could result in the channels being taxed beyond the capacity for which they were designed. The amendment in this Bill, when read in conjunction with the proposed amendment to the Water Boards Act, will, as I have already indicated, enable the department to overcome the problem.

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

LONG SERVICE LEAVE ACT AMENDMENT BILL (No. 2)

Receipt and First Reading

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

BANANA INDUSTRY COMPENSATION TRUST FUND ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 14th October, on the following motion by The Hon. L. A. Logan (Minister for Local Government):—

That the Bill be now read a second time.

THE HON. F. J. S. WISE (North—Leader of the Opposition) [3.3 p.m.]: This Bill is very simple in its provisions, but will have far-reaching effects in the rate of compensation and the quantum of compensation to be paid in the event of disaster striking the banana industry.

In retrospect—and I think I am qualified to make some comment in retrospect—this industry was founded in spite of local opposition; in spite of lack of credit being available from any source; and in spite of sceptics believing that a crop which requires opulent conditions from nature could not be grown in an arid climate. In spite of all that, through the tenacity and persistence of four or five people initially, 1,000 banana suckers were imported in 1929 and the industry succeeded to a state of producing in its best year nearly £500,000 worth of produce.

It is an industry in a region subject to cyclones; subject to droughts; and subject to other hazards of nature that are very difficult to combat. The water problem itself has been bad enough. It may never have arisen if advice had been taken that restrictions be placed on the numbers long years ago, but because of pressures and apparent prosperity within the industry, the area was extended far beyond the capacity of the river, and the water in the river sands, to cope with. There will be found on files in the Department of Agriculture where an officer long ago and a Minister, too, put the cap on any further land being available; but pressures nullified this objective and control.

This Bill to provide some compensation for loss occasioned by cyclonic destruction has a background considerably before 1961 when it was first introduced. Indeed, the idea was conceived more than 15 years ago. The matter was reviewed continually in an endeavour to get some insurers or assurers to take the risk, but as was the situation with the Broome pearling industry—even when Broome had 400 boats working no boat was insurable because of the cyclonic hazard—not even Lloyds of London would take the risk; and neither would any other insurer. Therefore something had to be devised to overcome the periods of possible disaster to individuals and to the industry; and the honourable Mr. Strickland had quite a bit to do with the initial inquiries that laid the foundations for this sort of legislation to apply to Carnarvon.

I am surprised that the growers—and I must take the word of the Minister on this point—through their two organisations have agreed to the restrictions and limitations which this Bill imposes upon them. I know it is so, but I repeat: I am surprised that the growers have agreed to take the first 20 per cent. and, by the repeal of the existing section 27 of the Act, have agreed that if the loss is only 20 per cent. of the total of their crop, they should take the whole of the loss. That is to say, they do not take only 20 per cent. of the actual loss, but they take it all if the loss reaches 20 per cent. of the total crop. That is a very sharp difference in responsibility, particularly where a crop within a year might easily be worth £7,000, £8,000, or £10,000.

The unfortunate feature in the assessment of loss does not stop at what is the visible loss following a cyclone. I do not know whether honourable members have seen the tangled mass following a cyclone—a tangled mass of banana plants which, prior to the blow, were 15 ft. high, carrying bunches weighing 1½ cwt. These trees are flattened to the ground in a twisted mass, apparently a total loss. When assessors go in to assess the loss, unless they are experienced in this matter, it appears that only some of the bunches are on the ground and some of the plants are twisted. These assessors can easily be misled as to what is the total loss.

For the benefit of those honourable members who may not know—most honourable members probably do know, but some may not—the size and prospect of a banana bunch is fixed at least three months before it emerges in the flower at the head of the plant; and for months after that it is in its period of expansion and development to the point of harvesting. Every plant that is fractured at the base through swing or sway at the time of a cyclone—even though its potential is 10 months away as a harvestable crop—is ruined. Those effects are not visible for many months. Some of us have seen a bunch emerge six or seven months after a cyclone. We have seen it carried straight up in the head; but if one touches it, it will snap off and yield nothing.

I have stated the case for compensation on behalf of more than one grower in recent years, because of the non-assessment of injury and loss which was obvious to the practised eye, but which was unknown to the assessors when they made their assessment straight after a blow.

This is where the legislation has a distinct frailty. Although it is provided in the definition that “banana” includes banana plants, compensation should not necessarily be for the bananas lost but for the effect on the plants. That is an aspect which, in my view, has not been realistically considered at the time of assessment following a cyclone.

Contributions to the fund are from production levies contributed by the growers and deducted from each consignment. This is a simple matter of itself, and kindred to legislation such as the Pig Industry Compensation Fund and others which I had something to do with early in my career.

There is nothing new in the principle; but I think there is something lacking in the Government's contribution. The parent Act was introduced following two disastrous cyclones. Because of that the legislation was grasped very readily and quickly by those people who were likely to be affected. However, there is need for greater generosity of interpretation of the Government's responsibility in the matter.

This is an industry which has not been spoon-fed. This is an industry which, next to shearers, includes the hardest working men that I know of. Those folk deserve, in my view, the utmost consideration in times of disaster, even if it means impairing the fund to a serious degree. A district which has 150 families producing bananas where 100 sheep used to graze is an area worthy of a lot of consideration.

Whilst I am not going to oppose the Bill, I regret that the provisions are not more generous. I regret that the Government is not assuming greater responsibility than it does under the parent legislation; but I hope that when the committee of investigation and assessment visits places following another tragedy—and this is inevitable; it will occur again; it must occur because of the climatic conditions—it will be generous in its interpretation of what should be assessed as loss; and very generous in amply recouping those people who are so prejudicially affected.

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.

BELLEVUE-MOUNT HELENA RAILWAY DISCONTINUANCE AND LAND REVESTMENT BILL

Second Reading

Debate resumed, from the 14th October, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. R. F. HUTCHISON (Suburban) [3.16 p.m.]: I would like to say a few words on this Bill. It seems that progress and changes are overtaking those who live in the Boya-Koongamia area.

You may recall, Mr. President, that I introduced a petition last session from those people; and people do not generally bother to get up a petition unless there

is a lot of worry and hardship attached to the conditions which bring them forward. However, I do not know that we can do anything about this. I suppose progress must go on. I am not an engineer. I listened, in Midland, to Mr. Wayne, the head of the railways, explaining what the conditions were, and what the Railways Department was going to do for those people. I only hope that the residents of the inner hills districts will be treated by the Government in a generous and reasonable manner.

The railway has an interesting history. It was opened in 1884, and the line, as I remember it, was a very busy one, bringing down stone from the quarries, and wood, to the near districts, which then maintained the population which had settled there.

The district has changed over the years and different people have gone to live there. Many of them now travel into the city to get to their work. Mr. Wayne, the Commissioner of Railways, told us a small bus would be provided, which would be very convenient. I am hoping that the department will consult with the people of the hills districts to find out where the most convenient bus stops are likely to be, and will not just put them in and run the buses to certain places which would not be as convenient as other places which the people themselves would know of.

The people in the district are very isolated. It is hard walking, especially for women and for those who have not got cars. It is hard walking if one has to catch public transport. There might be some elasticity in deciding on the stopping points; or, for a while, the bus could stop at more points to help people and to ease the situation. The department should not build up a case for resentment because women have to push prams, carry babies, haul parcels, and do all the other things, over a longer distance than perhaps need be the case.

Consideration by the Government for the convenience of these residents would mean a lot to them, and I am hoping it will be given. When Mr. Wayne was speaking he made it sound as though the proposal would be a very convenient way for the people to travel to the city. He said they would travel down in buses and then be taken by train from Midland to the city. But it is not so easy for mothers, and it is not convenient for them, or any other women, to change from one form of transport to another like that. Therefore, I am hoping that all these matters will be taken into consideration.

It is hard to take from the people something they have had and to which they have become accustomed. There must have been a demand for the railway otherwise the Koongamia section would never have been reopened. There was a

human demand for it and that is why it was reopened in 1960. Now that section is to be closed again.

I have been in touch with the people in the hills districts on many occasions regarding these matters, and particularly those residing around Koongamia, because that happens to be in my own area. I am putting forward a plea on their behalf that every consideration be given to the convenience of the public, and that not merely a stereotyped plan be adopted without any consideration being given to the points I have mentioned.

Buses can be driven anywhere and they can stop at places which are most convenient for patrons. Instead of putting a bus stop where the railway station now is, or one near the hall in Koongamia, I think two or three stops could be made at different places and the buses could make a detour to pick up passengers. It would be more convenient for the women and other people who live in the area if that were done.

Generally speaking, the people who live around those districts are working-class people and few of them have cars. I commend my ideas to the Minister and I hope they will be given every consideration when this changeover takes place. I realise we cannot stand in the way of progress, but at least we can make its effects as soft as possible for those who are likely to be inconvenienced by it.

THE HON. N. E. BAXTER (Central) [3.22 p.m.]: My remarks on this Bill will be brief, but I would like to say that for some years since the railway service in this area was discontinued the question of transport has been like a festering sore for many of the hills people. After the service was discontinued—I think it was somewhere about 1952 or 1954—the Beam Bus Company conducted a service through the hills districts, but unfortunately it was not a very economical proposition, and financial difficulties were encountered by the company. At various times the company found difficulty in meeting the transport tax that had to be paid and, at a later stage, the government had to come to its rescue by paying a subsidy for the hills service.

Later, when the Metropolitan Transport Trust was formed, it took over the service to the hills areas. However, the transport service there has never been a satisfactory one because of the nature of the district and the fact that residences are so scattered. People in the northern end of Mt. Helena are in a more fortunate position because they have been able to use the great eastern railway to travel backwards and forwards to Perth. However, so far as the people in Mundaring and around Bellevue are concerned, the position has been most difficult.

Many of the residents started to use their own cars not only to drive themselves to Midland and Perth, but also to provide transport for their neighbours in travelling to and from work in the daytime. The greatest difficulty, however, was encountered by the housewives and retired people who wished to travel to Midland or Perth. They found considerable difficulty in obtaining convenient transport.

Honourable members will recall that in 1960, when the proposal contained in this Bill was included in a railway closure measure, I opposed it in this House and, with the support of other honourable members, I was able to have it deleted from the legislation on that occasion and the line was not closed. At the time I did not visualise it would be an economic proposition to reopen the railway, but I felt it would be the thin end of the wedge which we could possibly use in our endeavours to get a better transport system; because we have been battling for years to do something about transport in the hills areas.

Since 1960 the present Minister for Railways, in conjunction with the Commissioner of Railways (Mr. Wayne), has spent a great deal of time investigating the matter; and last year, or early this year, we had two meetings with the commissioner and the Minister for Transport and we inspected the plans that had been evolved for passenger transport for this area. The proposal now is to run a feeder bus service to Midland; and a modern passenger terminal will be established at Midland. People will travel to that terminal and then they will transfer from the buses to rapid transit trains which will take them to the city. This, of course, will serve the people in such places as the Swan and around the Kalamunda Road area as well. It will provide them with rapid transit from those places.

I feel the stage has now been reached where, after many years—at least 10 or more from my experience, and possibly longer so far as the honourable member for Darling Range is concerned—it looks as though a good service will be provided. We have been battling for transport for the eastern hills districts, and I am satisfied now that as the Commissioner of Railways, the Minister for Railways, and the Minister for Transport have taken a keen interest in the matter the difficulties will be overcome.

The Hon. A. F. Griffith: I think the plans that are now laid were foreshadowed in 1960, were they not?

The Hon. N. E. BAXTER: No, those plans were not foreshadowed in 1960. They have emanated from investigations made by the Commissioner of Railways. No plans were laid or even foreshadowed in 1960.

They toyed with the idea of doing something about a passenger transport service for the hills, but at the time the authorities did not know what they could do.

I think the Minister will recall that Mr. Wayne was in charge of the proposition, and I had correspondence with him either last year or the year before. He has taken a particular interest in this type of transport in areas where the houses are so scattered; and that has partly resulted in the plan being formulated. However, to my knowledge no plans of this nature were contemplated in 1960.

I am satisfied, from the consultations that I and other honourable members and representatives from the eastern hills districts have had with the Commissioner of Railways, and the Ministers involved, that the people in those districts will, in the near future, obtain an efficient transport system by the use of smaller types of buses than those that were used in the past by the Beam Transport Company and the M.T.T.

These smaller type buses will carry fewer passengers, but they will carry them more rapidly to the railway centre, and they will give the people what they desire in the way of transport. At this stage I am happy to support the Bill to close this line.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [3.29 p.m.]: I intend to reply but briefly, and in doing so I thank the two honourable members who have spoken to the Bill for their support of it. I remember the petition presented by the honourable Mrs. Hutchison. As a matter of fact, I remember it well. However, I cannot remember, although I thought I did, that at the time the petition was presented there were some preliminary plans for the type of proposal that is now going to be implemented. I am relying entirely upon my memory, and it is obvious that my memory is not serving me as well as it should.

The Hon. F. J. S. Wise: You're getting old.

The Hon. A. F. Griffith: Are not we all?

The Hon. R. F. Hutchison: The Bill upset you last night.

The Hon. A. F. GRIFFITH: The result of the Bill did not upset me. However, I cannot agree with Mr. Wise that I am getting old, although I admit I am getting older. Anyway, the proposals for the area have been explained both here and in the Legislative Assembly, and it appears that, generally speaking, they have been received with approval. I feel sure that the Minister and the Railways Department will not overlook the needs of the particular district.

As a matter of fact, it seems obvious to me that the plan for the area does indeed contemplate the needs of the people in

the hills districts. There is no doubt of course that the population of the hills areas is increasing. I happened to be in those parts the other day, and I was quite surprised at the number of houses that have been built in the hills areas and environs.

I am grateful the Bill has received the support of the House.

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.

POLICE ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 14th October, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. W. F. WILLESEE (North) [3.35 p.m.]: When my leader allocated this Bill to me I took it upon myself to adopt the usual procedure of comparing the Bill with the parent Act in an endeavour to come to the obvious conclusions that are apparent on such an occasion—seeing that we are forced to have before us a piece of legislation which seeks to increase penalties—that we as a Parliament should find it necessary to legislate for the protection of our Police Force to enable it to carry out to a reasonable degree the laws of society as embodied in the Statutes of the State.

I thought of dealing with the Bill clause by clause, but upon reading the debate in another place it is obvious that the situation has been very clearly discussed, and that that sector of Parliament has agreed to the amendments in the Bill and, without division, has submitted this piece of legislation to us, obviously being satisfied that it is the best that can be done in the circumstances. I accept the situation in that regard.

I feel this is a piece of legislation that is contemporary with the warders and prisons legislation that went through this House last week. Now we are forced in this year of grace, 1964, when we are alleged to have reached a high state of efficiency in our society, to impose a greater penalty upon people who feel that the law is something to be sneered at, to be maltreated, and not to be accepted within the confines of the community system.

When we find an individual wearing a uniform and he is subject to the indignity of being persecuted by a mob of people who seem to take delight in destroying the very situation that is created by Parliament, by law, and by society in this era, there

is surely something wrong with us as a democracy. I am sure we all feel that at this time we should not be extending the penal clauses to punish people, but here we have a situation where there is no respect for the media for which we stand, and through which we create a law force.

The very uniform that the individual in question wears is the demarcation between right and wrong. It appears that no respect has been created for this situation, and it seems that the youthful society of today, to a degree, is delighted in certain circumstances to subject that uniform and the person within it to the greatest indignities possible.

We are all very conscious of the need for education, and we are very proud that in this State we provide a reasonably high degree of education. I believe that the ultimate in education should instil in the people a degree of tolerance and acknowledgement of the views and rights of others. I have found, when meeting people who possess a high degree of knowledge, that they readily see the other person's point of view; and by their deep knowledge they can convince others, without resorting to violence. They succeed through their understanding and knowledge of whatever subject is being considered.

Unfortunately, I cannot give the answer to this problem. I believe there is a reasonable indictment upon our society for what is happening during a period of affluence, which this State is certainly enjoying. Yet in the hub of this prosperity, what we desire most—the efficient conduct of the people—cannot be attained. We have had to come to Parliament twice this year to seek increases in penalties to safeguard the people who have been appointed to protect society. That has had to be done, because some people in our community not only discredit the law, but also delight in seeing the officers who administer the law subjected to indignities. Something basically wrong seems to be happening.

The fault cannot be laid at the door of the educationalist; it cannot be laid at the door of the parents of the children concerned. The youth of this State, individually, are very fine types of people who conduct themselves well; but when they get together in groups they seem to act as a mob, and their standards of conduct deteriorate to such a point that an officer wearing a uniform is subjected by them to derision and jeers. In normal circumstances these young people would be ashamed of doing these things individually.

I have not dealt with the various clauses in the Bill, because I consider their introduction to be necessary. It is much more essential for us to give consideration to the cause of what is taking place, rather

than to the effect. We cannot continue to increase penalties to protect officers who are performing their duties. We should try to prevent such occurrences, otherwise the officers might consider the hazards of their occupation to be too great. It worries me considerably to think that in commerce, in government, and in the homes of the people are found those against whom we are legislating today. People should respect the principles of democracy, and adopt a reasonable attitude towards the officers of the Police Force who have been appointed for their protection; otherwise no progress can be made in our society.

The Bill before us has been introduced because the existing penalties have been found to be inadequate. It is a great pity that should be the position. If our society had progressed on the lines along which science and technology have advanced in the world, we would see before us legislation seeking to reduce penalties; and the education which has been provided to our children would be beneficial to, and would have substantial effect on, the conduct of this country.

Sitting suspended from 3.45 to 4.3 p.m.

THE HON. A. R. JONES (Midland) [4.3 p.m.]: I rise to support this Bill, and I am going to speak in general terms as the whole of its contents is designed to give protection to our Police Force against the hooligans with whom its members come in contact in some instances.

It is very unfortunate indeed that these wolves, or packs of wolves, we are hearing about today are becoming more prevalent; and I am still wondering, whether by increasing these penalties, we are going to make the situation any better. It seems to me that to spare the rod is to spoil the child, and if we persist with the present method of punishment we may not get anywhere at all.

These fellows are cowards at heart because if they come up against equal odds there is no trouble. They may say a few words and then get away quickly, but only when they have sufficient numbers. Give them no backing at all and they are not very brave. If they knew there was a possibility of a few cuts with a cat-o'-nine-tails, we might get better results. I know that a lot of people abhor this type of punishment and feel it would be better if we could do without it; but when people are not reasonable and will not listen to reason and common sense, we have to treat them in a way they do understand. To hurt them physically and to hurt their pride will obtain better results than we are obtaining at present.

One frequently hears of incidents. I have two daughters who are in their late teens and they have told me of many experiences they have had and of others they have heard of. Recently one of my

daughters and her girl friend were invited to a party to entertain some English celebrities, as they had been termed. They had been in the Eastern States giving concerts and had also given two concerts over here. Apparently some of the Teddy boys here had arranged the party to which my daughter and her girl friend had gone.

At 9.30 my daughter arrived home and her mother inquired why she was home so early. She then told us that she had never been to such a disgusting party in her life; and that party had been arranged by some of our youths in Perth for the celebrities from England. The celebrities from England apparently were no gentlemen whatsoever. One of the girls was 5 ft. 10 in. and had grown up with boys and had had boxing gloves on many times. She floored one of those present and left him cold before she departed with my daughter. That is the sort of experience we are hearing about all the time, and nothing seems to be done to counter such actions.

Whether it is right to impose a fine of £20 instead of £10, or £5 instead of £1, I do not know. I feel that these young folk get so much money that a fine of £10 is a mere bagatelle. All it means is that the person fined has to go without something for one week and then the fine can be paid without any lesson at all being received. That refers to the majority of them, anyway.

Therefore I feel that as a community we have to try to devise some means of giving these boys something better to do. The trouble arises from the fact that they have very little to do and no responsibility, and they are led into this way of life. If we can only make them realise that they are important persons in our set-up and way of life, and give them some responsibility, we might get a better response. As was said the other night on educational matters, even if it costs the Government something, it should set up some type of club, or entertainment—call it what we may—where these fellows could be put to some useful purpose and made to realise that they are a necessary part of our community. If this were done we might get somewhere.

In the meantime I have no option, of course, but to support this Bill in the hope that some of the ghastly things we have heard of being done to police constables who are doing a duty in protecting us in our way of life will be eliminated. At least an added deterrent might be imposed which would make the lot of our Police Force much happier. Whilst I am not satisfied that the measure is going to be a cure-all, I support it.

THE HON. F. R. H. LAVERY (West) [4.9 p.m.]: While I regret the necessity for this Bill, I shall certainly support it, and in doing so I would like to raise a

point, because I know the Commissioner of Police and the Minister for Police together with those people associated with youth organisations are concerned about the amount of drink young folk are able to obtain. There is one way in which these young folk are able to obtain drink very simply and easily. In the last few years drive-in bottle departments have sprung up.

The Hon. A. F. Griffith: And a relaxation on the gallon licensees.

The Hon. F. R. H. LAVERY: I am referring at the moment to the drive-ins. I have had a number of barmen tell me about this matter, and it was also drawn to my attention by an ex-barmen who is now a steward in this establishment. I made enquiries at drive-ins and was told that it is almost impossible to calculate the age not only of the lad who is buying the liquor, but also of those who are sitting in the car. I was wondering whether the police would, for their own protection, make some investigation of this point.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.11 p.m.]: An opinion has been formed that this Bill seeks to impose greater penalties upon the people. The Bill does not impose greater penalties upon those who break the law; it merely enlarges the area of discretion that the magistrate shall have to impose greater penalties on those people who break the law.

I cannot tell the honourable Mr. Jones whether the passage of this Bill will improve the situation in our community; but bearing in mind what I have said, that it is intended to enlarge the discretion of the magistrate, it is to be hoped it will, because the people who break the law will become aware that the punishment for so doing can be greater than it formerly was.

It is a sad state of affairs when young people think they can, as the honourable Mr. Jones said, hunt in packs and molest, and interfere with, a policeman in the course of his duty. This is a very bad thing indeed.

The Hon. F. R. H. Lavery: It is a shocking thing!

The Hon. A. F. GRIFFITH: I personally think that among the crimes people commit, the crime of interfering with or injuring a policeman is a very severe one indeed. The law is not made to deal with those people who live within it: it is made to deal with those who have little or no regard for the law. When we realise, as I said when introducing the Bill, that over 900 charges have had to be laid by the police under section 54 and its related section 42 of the Police Act in the last 12 months, it is not a good advertisement for us; but fortunately these charges concern a very small percentage of the population.

The behaviour of the average young Western Australian is all that we could desire it to be. It is only a few who think it is far braver or more important to hang around a milk bar or a hamburger bar and do these so-called clever things rather than engage in some form of healthy sport. I do not profess to understand the minds of the youngsters who do this sort of thing; and I see the result of a good deal of it.

This Bill is an attempt on the part of the Government to ascertain whether the situation can be improved by giving the magistrate a wider discretionary power, and it does not mean, of course, that he will impose the penalty that is provided for in the Bill; it simply means he can inflict a greater punishment than previously.

The Hon. F. R. H. Lavery: There may be individual cases, say one out of ten, that require this.

The Hon. A. F. GRIFFITH: That is so. I shall refer the point raised by the honourable Mr. Lavery to my colleague, the Minister for Police, and I am sure he will have regard for it. The Police Department is probably aware that this sort of thing is going on, but it is very difficult these days to tell the age of some youths; and it is extremely difficult to tell the age of young girls. When they are 16 they like to make themselves look older, and when they are older they like to make themselves look younger. I shall refer this particular problem to the Minister for Police.

I am glad the Bill has received general support. I, too, share the view that it is unfortunate that such a piece of legislation has to be introduced, but necessity made us arrive at the decision to submit this Bill.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

BILLS (2): ASSENT

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

1. Cancer Council of Western Australia Act Amendment Bill.
2. Superannuation and Family Benefits Act Amendment Bill.

EDUCATION ACT AMENDMENT BILL

Second Reading

Debate resumed, from the 14th October, on the following motion by The Hon. A. F. Griffith (Minister for Mines):—

That the Bill be now read a second time.

THE HON. J. M. THOMSON (South) [4.22 p.m.]: I obtained the adjournment of the debate with the intention of seeking some information which could have been of interest to honourable members; but, unfortunately, after investigation this morning I found that it is not available. So the delay was perhaps unnecessary, and I regret any inconvenience I may have caused honourable members. Having made that explanation, I shall now address myself to the measure.

It has been interesting to note the various comments made on the Bill; and I, like other honourable members, am conscious that an additional school year might well mean financial hardship to some people. I think, however, that is not of major importance, but is rather of minor importance when we consider the benefits which will ultimately accrue from this legislation.

Governments, both State and Federal, are conscious of what this extra year will mean, and as a result they have seen fit—particularly the State Government—to do something about it. I am pleased to note that in the statement covering the revenue and expenditure for the year ending June, 1965, provision has been made to substantially increase the scholarship and allowances fund, because it has been increased over the figure last year by more than £26,000, making a total expenditure of £191,000. I would say that as that has been done in this financial year we can look forward to its being continued in the following years.

It is also interesting to note that provision has been made to increase the technical education requirements of the State, and for the year ending June, 1965, the amount under this heading has been increased by £8,000 making a total vote for the year of £183,000 for technical education. An additional £1,600 has been provided for manual training. I refer to these figures because I am interested in prevocational classes; and the provision dealing with prevocational classes is to me one of the most important, if not the most important, item in the measure.

If we are to ensure that the additional year at school when a child has turned 15 will be full and effective, it is essential that prevocational training be given the widest implementation possible so that each child can achieve his own desires; that is to say, the boys and girls will be able in that year to extend their researches into such subjects as will be of paramount importance to them on leaving school. I hope that those who are entrusted with the drawing up of the curriculum to cover the extra 12 months' schooling will be conscious of the need to ensure that agricultural and trade education is given the fullest consideration.

I am also mindful, as I am sure other honourable members are, of the necessity to give proper training to boys and girls who desire to embark upon careers as shop assistants or salesmen. We live in a competitive world in which we find high-pressure salesmanship, and it is necessary to have efficiency in those who serve behind shop counters; and, indeed, in the field of salesmanship efficiency is equally essential. We can, in respect of these matters, expect great benefits from the Bill.

Prevocational training needs to be wide in its concept so that the benefits from it will be available to those who undergo such training. Professional and commercial courses have been well provided for, but I again emphasise the necessity to see that courses appertaining to the further education of boys who wish to go on the land are provided; and I stress the need for those who wish to take up a trade, and for girls who are seeking occupations, to be educated in a realistic and practical way.

I feel that if the courses that will be made available are not made attractive and interesting, the students can become bored, or that a state of boredom will creep in during the year, which would be a great pity, because if one is bored with anything he is doing, he is apt to have contempt for the whole set-up.

Therefore, we should endeavour to ensure that the curriculum is diversified and wide in its concept. As honourable members know, I have quite a good deal to do with men in various trades, and it is most essential that boys entering a trade today—particularly the building trade—should have the advantage of being taught plan drawing and mechanical drawing. In this year greater emphasis could be placed on a mathematics course and on a course of costing and estimating, which subjects are vital to the individual who ultimately is to become a master builder and contractor. Too frequently we see, because of the inability to appreciate the advantage of having a good knowledge of estimating and costing, a master builder being declared bankrupt after he has run into difficulties in the building industry.

The Hon. R. C. Mattiske: They are taught all those subjects in the builders' registration course.

The Hon. J. M. THOMSON: Yes, but that course is not available to anyone in the country districts to which I am referring. Those subjects are taught in the metropolitan area, but I am concerned with the districts outside the metropolitan area. We are drawing young men to the building industry and ultimately they will become master builders within that industry.

The Hon. R. C. Mattiske: Those in the country can apply to take the course by correspondence.

The Hon. J. M. THOMSON: Admittedly, but if we lay a good foundation in this important year, boys who enter the building industry in the future can take that course and develop their talents in their 15th or 16th year, and that would be of tremendous advantage to them. I support the Bill, because we are all fully aware of its tremendous importance and ultimate benefit to the members of the rising generation.

THE HON. G. C. MacKINNON (South-West) [4.33 p.m.]: Briefly, I wish to discuss the provisions contained in clauses 4 and 6 of the Bill. I am interested to note the extension of what has come to be known as school aid, and I am gratified to learn that the approach is in line with what has been established by this and successive governments. I refer to the extension of the subsidised items to all schools. I am also pleased to note, from the comments that have been made, that this principle has received universal acclaim by members both in this House and in another place, which is exemplified by their ready acceptance of the Bill.

As to the second aspect, I wish to strike a slightly discordant note among the general approbation accorded to the Bill and, to some extent, repeat the remarks I made in a speech in this House on the 4th October, 1962, on another Education Act Amendment Bill to increase the school-leaving age by a year. In the interim I have not heard of anything to bring me to the conclusion that the increase in the school-leaving age is an unalloyed blessing. In fact, so perturbed was I about the increase in the school-leaving age to 16 years that I took the trouble to speak to Mr. Boylen and other officers of the Education Department and I discovered that they are aware of the real problems that this step entails.

These officers are, in fact, making every endeavour to draw up a curriculum which they hope will interest boys of the age who will be affected by this Bill. It must be borne in mind that the percentage of pupils who will be affected by this legislation is so small—it would be wrong to say that they do not matter—as to justify one saying that they almost do not matter. The figures that were supplied by Mr. Dolan show that so many pupils stay at school today quite voluntarily beyond the age of 15 years that those who do leave represent a very small percentage.

As I said in the speech I made in 1962, the ones who leave at this age are mainly boys who have no scholastic ability and no drive or desire to learn. By force they are kept in a class at school and they tend to disrupt the entire class. This is not hearsay or guesswork; it is the bitter experience of the education system in America where they have school-leaving ages as high as 18 years. Mr. Boylen

informed me that they have carefully studied this problem and taken the best steps they know to militate against the disruptive influences that might be encountered. Having given a warning along those lines in 1962, I want to repeat it on this occasion, because I am not starry-eyed about the effects of the increase in the school-leaving age. As I have said, it will not affect many scholars.

The only other comment I want to make—which will no doubt lead to a great deal of argument afterwards—is that at no time in the history of education in Western Australia has it been so easy to have a child educated to as high a standard as the child wishes to go. The assistance that is given by both State and Commonwealth Governments in the way of scholarships and general help has never been better. The list of scholarships that are available to school children would surprise any honourable member who cared to inquire about those scholarships, especially after hearing the comments that were made last night by some honourable members.

These scholarships range from as low as £5 to £10, given by responsible citizens and members of Parliament, to the highest scholarships, which are awarded by the Shell oil company and the B.P. oil company. In fact, the assistance that is held out to scholars today is amazing. There is only one requirement: an ability and desire to learn and to work. Beyond any doubt, the principle that a child who has no scholastic ability and no will to work should not be assisted by public funds should be adhered to. Yet, it has never been easier for scholars to obtain this assistance than it is today.

The Hon. R. F. HUTCHISON: The scholarships represent about only half the cost.

The Hon. G. C. MACKINNON: I listened to the honourable member's speech last night, and in reply to some of the comments she made I feel constrained to make these few remarks. I know of people who are not financially well off but who have had children go right through their secondary school education and on to the University, with no financial burden to themselves.

The Hon. R. F. HUTCHISON: That's not true!

The Hon. G. C. MACKINNON: Mr. President, that is true; quite true! Anyone acquainted with the subject can verify that statement. There is one basic requirement: the child must have scholastic ability. He need not be brilliant or very bright, but he must have a desire to work. That is about the only requirement he must have.

After hearing some of the remarks made last night, I feel constrained to say that the Commonwealth Government has agreed to pay child endowment for

as long as the child remains at school beyond the age of 16. Rail passes and other concessions were mentioned by the honourable Mr. Teahan. All those benefits are enjoyed by the scholar, and never at any time has it been so easy to educate a child as it is today. Despite my comments on the increase in the school-leaving age, mainly on the assurance of Mr. Boylen and other officers of the Education Department, I support the Bill.

THE HON. A. F. GRIFFITH (Suburban—Minister for Mines) [4.41 p.m.]: The support the Bill has received is, of course, very pleasing, and I am sure we all agree that during the course of the debate we heard some most informed speeches. I am most grateful for the remarks made by the honourable Mr. Dolan and the honourable Dr. Hislop.

The Hon. R. F. HUTCHISON: You forgot me!

The Hon. F. J. S. WISE: How could he forget you!

The Hon. A. F. GRIFFITH: Oh, if the Lord would only give me power sometimes to forget the honourable member, even when I sleep! My advice to the honourable member is that she should not interrupt, because she does not know what is in my mind.

The Hon. A. L. LOTON: Just as well sometimes!

The Hon. A. F. GRIFFITH: I was about to say, when the honourable member made her interjection, that my remarks were not intended to depart in any way from the comments made by honourable members, although with some of them I do not agree.

The main proposal in the Bill, as we all know, is to extend the school-leaving age by a year; and, as I said during my speech on the second reading, this will conform with the Australia-wide policy. I do not think any honourable member would expect me now to analyse the speeches that have been made when all of them have been in general support of the Bill. However, I intend to make the speeches available to my colleague, the Minister for Education, and to request him to examine them so that he can ascertain what those honourable members who have addressed themselves to the Bill think about the situation.

Whilst listening to the addresses that were given, there were one or two comments that did perturb me and I felt I should find out something about what was said. The honourable Mr. Thomson has assisted me to some extent this afternoon, as has also the honourable Mr. MacKinnon, by referring to these matters. The honourable Mr. Teahan and the honourable Mrs. Hutchison were the two honourable members who caused me to make my inquiries, because I felt they did not

appear to know what was going on. I therefore referred their comments to the Education Department and, because I think it is quite edifying, I will read the following to the House:—

Mr. Teahan in his speech said:—

We find the Federal Government taking away child endowment when the child reaches the age of sixteen years.

The Hon. F. R. H. Lavery: He qualified that.

The Hon. A. F. GRIFFITH: Let me make this speech. I am not criticising the honourable member. I am filling in where I think it appropriate. It will be all right. At this point of time I think there were one or two interjections from honourable members; and I think I asked the honourable Mr. Teahan to clarify what he said. At this particular time he was helped around the Chamber and did qualify his remarks. The notes I have continue—

It is true that child endowment ceases when a child reaches sixteen years of age but if a child is a full-time student, the Federal Government replaces the child endowment with a student allowance of 15s. per week. This allowance operates until a student reaches the age of 21 years.

Also parents of students between 16 and 21 years of age and in full-time education may claim a tax deduction of £91 per student.

This is the next question that was raised—

Are they given these concessions (fares) to enable them to attend entertainments and football matches?

The answer is:—

The concession fares are only for travel to and from school or to travel on organised school activities including sporting fixtures. They are not available for evening or weekend use. Travel concessions are available during vacations to enable students to travel home or in holidays.

Another point was—

At the age of 17 years they are most costly to their parents, but we find there is not much done by Governments to assist parents in these difficult years.

I wonder whether it is realised what is done? The honourable Mr. MacKinnon covered quite a deal of it; and I am informed as follows:—

For students proceeding from the Junior Certificate to further full-time education for two years the Commonwealth has provided 877 scholarships worth £100 per year for the maintenance of the student and a further amount of up to £100 per year for

compulsory school fees and textbooks. For students interested in teaching or nursing careers the State Government provides bursaries worth £80 per annum for two years.

If a student wishes to study at the University—

This is the point which was raised by the honourable Mrs. Hutchison—

—financial assistance in various forms is available to him.

The Hon. R. F. Hutchison: That is a very vague explanation.

The Hon. A. F. GRIFFITH: I have not given it, so how does the honourable member know it is vague?

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

The Hon. A. F. GRIFFITH: I have not given any explanation, yet the honourable member thinks it is vague. Heavens! Continuing—

There are 350 Commonwealth scholarships awarded each year on the results of the Leaving Certificate. These scholarships pay all compulsory University fees plus a living allowance based on a means test. The maximum living allowance is £247 per annum for students living at home and £383 10s. for students living away from home. These allowances are not affected by any money earned by the student during the long vacation from November to March.

The Hackett Students' Loan Fund also provides loans for deserving students of limited means at any stage of their University careers.

Many Commonwealth and State Departments, as well as some large private firms offer cadetships to students. These cadetships provide all the necessary University fees for the students in addition to appropriate allowances.

Teachers' College students who attend University as part of their training course have their fares paid for them by the Government and, in addition, they receive allowances of £345 per year if living at home and £490 per year if living away from home.

There would be very few cases indeed where an able student could not be given some form of financial assistance to enable him to undertake University studies.

The Hon. F. J. S. Wise: I think that was the honourable Mr. Dolan's point.

The Hon. A. F. GRIFFITH: Yes, I think it was. It was also a point raised by the honourable Mr. MacKinnon: that the qualifications of a student for this form of scholarship are adaptability and ability.

The Hon. R. F. HUTCHISON: There are plenty of children who cannot get that opportunity.

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

The Hon. A. F. GRIFFITH: I thought it appropriate for me to make these inquiries because there seemed to be some doubt about this sort of thing. I quite agree with the honourable Mr. MacKinnon that in this country of ours there is ample opportunity for education; and the aim of this Bill is to further improve the conditions, the facilities, and the opportunities that are available to the youth and to the school-age children of our community. I am glad the Bill has been received with such accord.

Question put and passed.

Bill read a second time.

In Committee

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

Clauses 1 to 5 put and passed.

Clause 6: Section 13A added—

The Hon. F. R. H. LAVERY: During the debate on the second reading, both the honourable Dr. Hislop and I asked a question in regard to scholarships. The Minister has just advised us that the Commonwealth Government provides 877 scholarships. In this connection I would like to read a statement which appeared in *The West Australian* yesterday under the heading "Scholarships Too Restricted". It is as follows:—

Commonwealth secondary scholarships had great potential for good, but perhaps greater potential for harm, the headmaster of Trinity College, Brother A. J. Kelly, said at the school's annual speech function last night.

He said that the way the scholarships were allocated had come as a surprise.

"The scholarships are valuable—£200 a year for two years—but their limited number will mean that only one boy or one girl in 20 will be able to get them," Brother Kelly said.

"A much bigger proportion of our young people could benefit from continued secondary education, and it is a pity assistance cannot be given to their families, even at the cost of reducing the value of the scholarship."

It was to be hoped that the industrious student of relatively high intelligence would not be excluded in favour of those who, although highly gifted intellectually, lacked the firmness of character needed to succeed in tertiary education.

A boy who did not form good study habits at secondary school nearly always failed at the university level.

To make the transition from the second to tertiary level easier, schools should place more emphasis on private study and training in the use of library facilities.

At university, many of the incentives to work were removed and assistance was not always possible.

This clause is the vital one in the Bill so far as I am concerned, because it is the one which extends the age to which a boy or a girl will remain at school. I believe the information given to us just now by the Minister backs up what Brother Kelly had to say. Therefore I hope the number of scholarships will not remain at 877.

The Hon. G. C. MacKINNON: To correct what is possibly a misapprehension, I think the scholarships to which the Rev. Brother referred are the 10,000 Federal scholarships which actually affect children beyond the age group we are considering in this Bill. They are fourth and fifth-year students who would normally be over 16, and rising 17 and 18 years.

The Hon. A. F. Griffith: I think they would be the scholarships recently granted.

The Hon. G. C. MacKINNON: They are; and I think it is fair to say at this stage that several avenues of improvement in these scholarships have become apparent already, and I have no doubt that over the next year or two some of these improvements will be actually followed up.

The Hon. F. R. H. LAVERY: While I agree with the honourable member in all that he has said, the point I am trying to make is that the group we are dealing within this Bill should be able to go on and eventually form part of this scholarship group—part of the 10,000. It is no good taking these children on an extra year if they are going to go out to what is known as the common labour market. It is better that the curriculum be formulated so these children can be brought into the group that will continue with tertiary education.

Clause put and passed.

Clauses 7 to 13 put and passed.

Clause 14: Section 37AF amended.—

The Hon. F. R. H. LAVERY: I wish to take advantage of this clause to confirm the information I gave to the Chamber last evening. I spoke of a lad who, on advice from his headmaster, was precluded from sitting for his Junior Certificate. I have the approval of the boy's mother to give this information. The incident occurred in 1962. The boy's name is David Melrose; he was 15 years of age; and his address was 30, Marine Terrace, Fremantle. He received a certificate from the John Curtin High School in English, History, Geography, Art, Woodwork, Basic Maths, and one other subject. He was

not allowed to sit for his Junior Certificate on the advice of Mr. Howleson, the principal.

The Hon. A. F. GRIFFITH: I do not wish to pursue the matter; I do not know why the headmaster gave that advice, but I would say categorically—perhaps the honourable Mr. Dolan can assist me here—that if the parent of that child desired that he should sit for his Junior Certificate, nothing in the world could stop him from doing so. The headmaster could have been told which lake to jump into.

The Hon. F. R. H. Lavery: This lady is a widow.

The Hon. A. F. GRIFFITH: If the headmaster gave that advice, then it is a pity. But my understanding is that the child could still have sat for the examination, even if he failed it completely.

The Hon. J. DOLAN: The Minister is completely correct. If a boy or girl wishes to sit for the Junior Certificate, no headmaster, or anyone else, has any power to stop them. However, if they sit for the certificate against the advice of the headmaster, then they do not enter for the examination as a pupil of the school. They would be considered as private pupils. A student might wish to take the Leaving examination, and the headmaster might say, "You have not done sufficient work and you are not entitled to take it as a student of this school."

The Hon. A. F. Griffith: Why not? Is the school ashamed of the student's results?

The Hon. J. DOLAN: I know something of the history of the boy referred to. It is a strange thing that in a large school we come into close contact with two groups; namely, those children who are in the top group scholastically and those who cause trouble. Between the two groups there is a large group with whom we do not make much contact. I know something of the case referred to by the honourable Mr. Lavery, but I am not going to be drawn into it.

The Hon. A. F. Griffith: I do not want you to be.

The Hon. J. DOLAN: However, the Minister's statement is completely correct. No headmaster has the power to prevent a candidate from nominating to sit for the Junior or Leaving examination.

The Hon. F. R. H. LAVERY: I am sure the Minister is amazed at the honourable Mr. Dolan's statement that the student cannot take the examination as a pupil of the school. I wish to say that I am the father of the child in one case which I mentioned last night. Had Mrs. Melrose known her rights, she could have insisted on her boy sitting for the examination. I am not doubting the honourable Mr. Dolan's statement. If a headmaster can

say that a child cannot sit for the examination as a pupil of the school, then that backs up what I have said about teachers looking after the 82, 84, or 85 per cent. teaching mark; and no child should suffer because of that.

The DEPUTY CHAIRMAN (The Hon. A. R. Jones): I shall have to call a halt to the debate on this particular clause, as it is not relevant. I allowed the explanation previously, but I feel that sufficient has been said.

The Hon. J. DOLAN: My purpose in rising before was to deal with something in clause 14. It refers to service as a monitor. The monitorial system has gone. However, there are teachers in the department who have served as monitors and this service is credited to them. In a few years those teachers will have retired and this provision will not apply. I can foresee an amendment being introduced sometime in the future.

Clause put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

CLEAN AIR BILL

In Committee, etc.

The Chairman of Committees (The Hon. N. E. Baxter) in the Chair; The Hon. L. A. Logan (Minister for Local Government) in charge of the Bill.

Clauses 1 to 4 put and passed.

Clause 5: Construction—

The Hon. L. A. LOGAN: The honourable Mr. Watson thought there was some inconsistency between this clause and clause 24. I referred the matter to the Crown Law Department, and I have received the following explanation:—

Clause 5 (2) and Clause 24 (4) (c)—there is no inconsistency between this Act and the Local Government Act, 1960 and Town Planning and Development Act, 1928 in relation to these two clauses, as clause 24 (4) (c) expressly makes a town planning scheme or by-law of a local authority govern the matter; and even if there were, the express reference in clause 24 would over-ride the general provision in clause 5.

The honourable member also asked about the substitution of words in subclause (3). The Parliamentary Draftsman has this to say—

Clause 5 (3)—this subclause commences "A reference to the provisions of the Acts mentioned in subsection (2) of this section . . ." One of the Acts mentioned in subclause (2) of this clause is, "this Act", and in any event, "this Act" under the Interpretation Act, s. 4, includes regulations, rules and by-laws.

The Hon. H. K. WATSON: The Minister said that clause 24 overrides clause 5. I would have thought the position would be reversed: that clause 5 would override clause 24—or that it should, in principle, override clause 24.

The Hon. L. A. LOGAN: The provision in clause 5 is a general one, and the provision in clause 24 is an express provision. Express provisions must override general provisions. That is the intention of the Bill. The council and the committee would have a say in regard to any by-law which might be promulgated by a local authority or any other authority. These by-laws would have been promulgated and accepted by Parliament, and it would be wrong to allow the council or committee to override such by-laws.

Clause put and passed.

Clauses 6 to 23 put and passed.

Clause 24: Licences—

The Hon. L. A. LOGAN: I move an amendment—

Page 16, line 9—Delete the word "may" and substitute the word "shall".

The purpose of this amendment is to ensure that any application that is received by the commissioner shall be passed on to the council and the committee for advice. That is only right.

Amendment put and passed.

Clause, as amended, put and passed.

Clauses 25 to 32 put and passed.

Clause 33: Excess of prescribed standards of air impurities prohibited—

The Hon. F. J. S. WISE: Not merely because of the marginal note, but because of the powers vested in the council by this clause, I rise to seek clarification on a question of relief to householders. This Bill is designed to control the emission of smoke and foul air from establishments, in the main. Is it intended, at any point in the operation of the legislation, to protect the ordinary householder from inconsiderate neighbours who, from time to time, render a great nuisance to many others? There are many people who have homes in the area of the City of Perth, and in other suburban areas, and who have built sleeping apartments along the boundary to catch the breeze, but in some cases other persons have built their homes next door and have placed an incinerator within 15 feet of the already established bedrooms and sleeping apartments.

The Hon. A. L. LOTON: And barbecues, too.

The Hon. F. J. S. WISE: The odours from some barbecues are not exactly appetising.

The Hon. G. C. MacKinnon: They are somewhat sacrificial.

The Hon. F. J. S. WISE: And some of the meat has been dead for a long time! Can the Minister clarify the point? Is there a part of the Bill designed to protect the average person not only from the emission of smoke from industrial establishments but also from the burning of all sorts of refuse in a domestic incinerator? I know there is some redress under the health by-laws of the local authorities, but it is difficult to prevent the nuisance from continuing. Can the Minister clarify the point?

The Hon. L. A. LOGAN: I quite agree with the honourable member in his remarks and I was wondering whether clause 37 covered the position. That would cover only a chimney of a house, and possibly an incinerator, but not a barbecue.

The Hon. F. J. S. WISE: I know of more than one honourable member in this Chamber who has been prejudiced by the actions of nearby people.

The Hon. L. A. LOGAN: Possibly the local authority by-laws could be tightened up in this regard once the council and the committee started working. I cannot see anything in the Bill at the moment but I will get some information for the honourable member and advise him at the third reading stage.

The Hon. F. J. S. WISE: I wish to emphasise the point that it is wrong to force a citizen to have recourse at common law as his only protection against inconsiderate people whose incinerators and other paraphernalia exude more, and much more objectionable, smoke than would a factory in their midst. We are tightening up the law regarding factories and business premises, but we are letting some householders run amuck and be un-neighbourly, selfish, and bad citizens.

The Hon. L. A. LOGAN: I was wondering whether clause 41, in conjunction with the definition of premises," covered the position. I think overall there is possibly sufficient power.

The Hon. F. J. S. WISE: What about clause 39? Does that come into it?

The Hon. H. K. WATSON: There is nothing remedial in clause 41.

The Hon. L. A. LOGAN: I think there is sufficient power in clause 39, in conjunction with clause 41 and the definition of "premises," but I will make inquiries for the honourable member and advise him.

The Hon. F. J. S. WISE: Thank you.

The Hon. H. K. WATSON: I am afraid the position in the Bill is quite clear. As I understand it, it is purely confined to premises, be they scheduled or unscheduled, in or on which is conducted any trade, industry, or process—

The Hon. F. J. S. WISE: That could be amended.

The Hon. H. K. WATSON: —or on which there is any fuel-burning or industrial plant. I think as the Bill is constructed one would be hard put to argue that it covers residential properties. However, I agree with the honourable Mr. Wise that in the circumstances he mentioned a good case could be made for the Bill being extended.

The Hon. L. A. LOGAN: I appreciate there is quite a lot coming out of this discussion, but I think the fact that mention is made of industrial plant rather debars the question of a householder.

The Hon. F. J. S. Wise: Would the Minister consider recommitting the Bill to broaden that definition?

The Hon. L. A. LOGAN: It would be quite easy to do that. I will have it re-committed if necessary.

Clause put and passed.

Clauses 34 to 36 put and passed.

Clause 37: Prohibition of dark smoke from chimneys—

The CHAIRMAN (The Hon. N. E. Baxter): It will be necessary to make a correction in line 23 on page 24. The word "form" should be "from."

Clause, as corrected, put and passed.

Clause 38: Prescribed standards of air impurities not to be exceeded—

The CHAIRMAN (The Hon. N. E. Baxter): A similar position arises here in line 28. The word "hereof" should be "thereof."

Clause, as corrected, put and passed.

Clause 39: Control of trades industrial processes, fuel burning equipment and industrial plant—

The Hon. J. DOLAN: I was wondering whether the honourable Mr. Wise's point might be covered under this clause. It might be covered under fuel burning equipment, but if it is read to mean that it applies only to premises on which is conducted any trade, industry, and so on, it would not apply.

The Hon. L. A. LOGAN: Having looked at clause 39 and the definitions I would say a householder is precluded under the Bill.

Clause put and passed.

Clause 40: Powers of Chairman—

The CHAIRMAN (The Hon. N. E. Baxter): There is another alteration required in this clause. The word "pollutation" in line 37 on page 25 should read "pollution."

Clause, as corrected, put and passed.

Clauses 41 to 53 put and passed.

Schedule put and passed.

Title put and passed.

Bill reported with an amendment.

House adjourned at 5.32 p.m.

Legislative Assembly

Thursday, the 15th October, 1964

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