

way. The area of State forest to be released is badly infected with jarrah die-back.

The private property which is offered in exchange adjoins the State forest boundary and has a much greater potential, being well stocked with good karri regrowth. Its acquisition will simplify fire protection in an area of high scenic value by bringing the State forest boundary to Davidson Road.

The other proposal refers to an area of about 700 acres which overlaps the Commonwealth special lease for defence purposes. The Commonwealth had been in occupation of the area for many years when it was inadvertently included in the dedication of State Forest No. 65 in 1959. Permanent improvements made in the area by the Commonwealth include a rifle range, a road, and portion of a landing strip. The area is outside the rationalised pine planting boundary and contains no millable timber.

I commend the proposals to the House.

MR. GRAHAM (Balcatta — Deputy Leader of the Opposition) [5.37 p.m.]: In my view there is no need to delay consideration of this motion, the contents of which I have studied. My first observation is that I am pleased that Mr. Wallace, the new Conservator of Forests, is, as one would have expected, following the procedure of his predecessor; he is vigilant, and fully conscious of his responsibility as custodian of our forest wealth.

The proposals are singularly few, there being only three. One is to correct a mistake, and the other two consist of exchanges with the owners of property and it would appear that this is of advantage both to those concerned and to the Forests Department.

Therefore, in addition to the correction, the only changes envisaged are of benefit to the State which is our prime consideration; and accordingly I support the motion.

Mr. Bovell: Thank you.

Question put and passed.

Resolution transmitted to the Council and its occurrence desired therein, on motion by Mr. Bovell (Minister for Forests).

ADJOURNMENT OF THE HOUSE: SPECIAL

SIR DAVID BRAND (Greenough—Premier) [5.38 p.m.]: I move—

That the House at its rising adjourn until Tuesday, the 6th October, Question put and passed.

House adjourned at 5.39 p.m.

Legislative Council

Tuesday, the 6th October, 1970

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

BILLS (7): ASSENT

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

1. Coal Mine Workers (Pensions) Act Amendment Bill (No. 2).
2. Child Welfare Act Amendment Bill.
3. Offenders Probation and Parole Act Amendment Bill.
4. Roman Catholic Vicariate of the Kimberleys Property Act Amendment Bill.
5. Petroleum Pipelines Act Amendment Bill.
6. Workers' Compensation Act Amendment Bill (No. 2).
7. Australia and New Zealand Banking Group Bill.

STANDING ORDERS COMMITTEE

Resignation of The Hon. H. C. Strickland

THE PRESIDENT: As Chairman of the Standing Orders Committee I have received from The Hon. H. C. Strickland the following letter:—

Dear Sir,

It is with regret that I tender my resignation as a member of the Standing Orders Committee, such resignation to have immediate effect.

AUDITOR-GENERAL'S REPORT

Tabling

THE PRESIDENT: I have received from the Auditor-General a copy of his report on the Treasurer's statement of the Public Accounts for the financial year ended the 30th June, 1970. It will be laid on the Table of the House.

QUESTIONS (4): ON NOTICE

1. DROUGHT RELIEF

Financial Assistance

The Hon. E. C. HOUSE, to the Minister for Mines:

- (1) (a) What is the maximum loan available in each State under State drought relief; and
- (b) what types of loans are available?

- (2) Does the Government arrange with farmers or with the creditor bank of farmers, to have the loans made for drought relief secured under first mortgage or as a prior charge in some form of guaranteed repayment?
- (3) In the case of drought relief payments made by the State Governments of Queensland, New South Wales, Victoria and South Australia, are they made direct to the farmer for use at his discretion, or are the payments made to the creditor bank?
- (4) Is there any mainland State that does not require a first priority of mortgage?

The Hon. A. F. GRIFFITH replied:

- (1) to (4) In answering this question, I would refer the honourable member to his previous question on this subject on the 26th August, 1970, to which I then replied that the information was not available at present but would be obtained as soon as possible. The details required for the original question have now been obtained and are tabled for the honourable member's information. (See Paper No. 137.) The information provided should also answer this particular question on today's notice paper.

The information was tabled.

2. PLUMBING

Regulations for P.V.C. Piping

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

- (1) In what manner do by-laws or regulations relating to plumbing in this State vary in specifying the internal and external use of rigid P.V.C. piping for domestic and industrial purposes, from those set down in the Australian Standards codes?
- (2) Is it proposed to amend the by-laws or regulations to permit an extended use of rigid P.V.C. piping?
- (3) If the answer to (2) is "Yes"—
 - (a) what are the proposed amendments; and
 - (b) when is it considered such amendments will be effected?

The Hon. A. F. GRIFFITH (for The Hon. G. C. MacKinnon) replied:

- (1) Rigid P.V.C. piping is not to be used externally or in any situation where it may be subject to direct sunlight. This requirement is included in Schedule D of the Metropolitan Water Board By-laws and also applies in the

country areas of the State. It is not included in Australian Standards Specification.

In the Metropolitan Water Board area the use of rigid P.V.C. for pipes is restricted to a maximum diameter of 1 in. for pressure applications and 2 in. for non-pressure applications, but these restrictions do not apply in the country areas.

- (2) and (3) In the Metropolitan Water Board area consideration is being given to increasing the diameter of pipes permitted for non-pressure applications up to 4 in. If approval is given it will probably be early in 1971.

In the country areas such a size is permitted currently and therefore amendment is not necessary.

ABATTOIRS

Towns and Austen Report

The Hon. N. McNEILL, to the Minister for Mines:

- (1) What specific action is being contemplated by the Government in order to implement the recommendations contained in the Report by Towns and Austen on abattoir facilities in Western Australia, and in particular—
 - (a) the recommendation that a feasibility study be undertaken immediately at Robb Jetty;
 - (b) that contemplated major expenditure at Midland be the subject of a thorough analysis;
 - (c) that there be an immediate provision of an additional sheep/lamb facility; and
 - (d) that a Meat Industry Authority be created to determine the need and capacity of new plants?
- (2) Does the Government agree that on the basis of predictions of likely stock numbers that Western Australia will require a facility with a throughput of 4,000-6,000 sheep a day every 2-3 years?
- (3) If so, what steps are being taken to meet this requirement?

The Hon. A. F. GRIFFITH replied:

- (1) (a) A feasibility study has been undertaken and completed. The report is being examined.
- (b) Major expenditure at Midland is being considered in association with the feasibility report on Robb Jetty.
- (c) A private company has indicated by letter to the Minister for Agriculture, dated the 4th September,

1970, that it anticipates being in operation in Katanning by July, 1971.

- (d) The Government is not convinced that a Meat Industry Authority is needed at this stage. Consideration is being given to the establishment of a Meat Industry Advisory Committee.
- (2) It is estimated that sheep available for slaughter could increase each year at a rate equivalent to about 2,000 per day of slaughtering.
- (3) The estimate will be taken in account in considering (1) (a), (1) (b) and (1) (c) above.

4.

EXPORTS

Study of Comparative Earnings

The Hon. I. G. MEDCALF, to the Minister for Mines:

- (1) Would the Minister agree that in order to make a proper comparison industry by industry of the real value to the community of our export earnings, it is necessary not only to study the total earnings per dollar, but also the comparative earnings per dollar of various industries in terms of the re-employment of earned funds in this country?
- (2) Is the Government aware of any such study having been made?
- (3) In view of the importance of the matter in making a proper assessment of the relative value to the economy of hard pressed primary industries, would the State Government be prepared to initiate such an investigation or put forward a proposal for such an investigation to the Commonwealth Government?

The Hon. A. F. GRIFFITH replied:

- (1) Yes.
- (2) Yes.
- (3) Insufficient statistical information is available to undertake a comparative study of the multiplier effects of investment in different industries and therefore the results of such a study would be of little practical value.

QUESTION WITHOUT NOTICE

DROUGHT RELIEF

Bank Finance

The Hon. A. F. GRIFFITH (Minister for Mines): On Tuesday, the 8th September, Mr. House asked a question which followed on

from an earlier question asked by him on the 26th August. The question is as follows:—

- (1) Through what banks, in the States of Australia, is drought finance arranged?
- (2) (a) Do all States insist on a first priority of mortgage before agreement on drought relief finance is reached; and
(b) if not, what States do not insist on this priority?
- (3) (a) What is the maximum loan available in each State under State drought relief; and
(b) what type of loans are available?

The information has now been obtained. It is quite voluminous and I would like to ask for it to be tabled. (See Paper No. 136.)

The answer was tabled.

PREVENTION OF CRUELTY TO ANIMALS ACT AMENDMENT BILL

Assembly's Message

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

STATE FORESTS

Revocation of Dedication: Assembly's Resolution

Message from the Assembly received and read requesting the Council's concurrence in the following resolution:—

That the proposal for the partial revocation of State Forests Nos. 14, 36 and 65 laid on the Table of the Legislative Assembly by command of His Excellency the Governor on 22nd September, 1970, be carried out.

CIVIL AVIATION (CARRIERS' LIABILITY) ACT AMENDMENT BILL

Third Reading

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

LOCAL GOVERNMENT ACT AMENDMENT BILL (No. 5)

Second Reading

THE HON. L. A. LOGAN (Upper West—Minister for Local Government) [4.55 p.m.]: I move—

That the Bill be now read a second time.

This Bill is designed to introduce amendments, the necessity for which has become apparent during the past year.

Clause 1 provides for the necessary amendments to the title of the Act. Clause 2 provides for the provisions of the amendment Act to come into operation on a date to be fixed by proclamation.

Clause 3 amends subsection (6) of section 12 to provide for the appointment of deputy members of the Boundaries Commission to act when the regular representatives are unable to do so. The Local Government Association recently suggested that where it had a representative of any board, commission, or committee, provision should be made for deputies. The Boundaries Commission is likely to be fairly active in future years and to ensure that there is no interruption in its operations, the appointment of deputies for each member is considered desirable.

Clause 4 is designed to make it quite clear that eligibility for membership of a council includes an owner, irrespective of whether his name appears on the roll or not. This has been the case hitherto but the phraseology tends to cause some confusion. At present, the Act reads as follows:—

A person who—

- (c) is either an owner of rateable land within the district of the municipality or occupier of rateable land within the district whose name appears on the electoral roll thereof.

I do not know why it has led to confusion, but apparently it has and the clause is intended to clarify the situation.

Section 111 (2) at present provides that an elector is entitled to vote in absence at an election if at a district election he resides more than five miles from the nearest polling place or has reason to believe that on election day he will be absent from the district; or in a ward election if he resides more than five miles from the nearest polling place or has reason to believe that he will be absent from the ward. No provision, however, is made for a situation such as can exist in the district of the Shire of West Kimberley—and there could be others—where there are no wards and a person, although within the district, intends to be more than five miles from any polling place on election day.

At present, a person who will be visiting a station over 183 miles from the town of Derby is unable to exercise an absent vote because he is still within the district. The provisions of clause 5 are designed to rectify this situation. At present, an absent vote application must be delivered to the returning officer so that—

- (i) If posted to the returning officer, it is delivered to him in the ordinary course of post not later than 12 o'clock noon of the first of the two days last preceding that appointed for the holding of the election; or

- (ii) if delivered otherwise than by post, it is received by the returning officer before the close of the poll on the day appointed for the holding of the election.

It has been claimed that applications received on the day of election would not enable voting papers to be despatched and returned by the close of the poll. Under the Electoral Act, 1907, application for postal ballot papers can be made until the day immediately preceding the polling day, and the amendment to paragraph (d) of subsection (3) is designed to require applications for absent voting papers to be received not later than four o'clock in the afternoon of the day immediately preceding a poll. This brings the provisions into line with the Electoral Act.

Clause 6 proposes an amendment to subsection (1) of section 112 and is, to a degree, necessitated by the amendment included in clause 5. This amendment merely provides for the receipt by the returning officer of an application within the prescribed time.

So far as clause 7 is concerned, the Town Clerk, City of Perth, has expressed the view that the list of authorised witnesses at present contained in the Local Government Act is too wide. Although there can be no objection to the range of occupation of witnesses being wide, it should be possible for their eligibility to be readily checked, if necessary. It is also considered that the professions and occupations listed should be in respect of persons within the State. The amendment is designed to provide three categories of witnesses similar to the provisions at present in section 94 of the Electoral Act, 1907. The provision still excludes a candidate for an election from acting as a witness, so again we are bringing it into line with the Electoral Act.

Some doubt has been experienced concerning the requirement of the present provisions of paragraph (c) of subsection (1) of section 114 in respect of the means by which an authorised witness should write his qualification. The amendment in the Bill is designed to clarify the procedure and specifies that the witness must sign his name and add his address and qualification to act as an authorised witness.

The present provisions of paragraph (e) of subsection (1) of section 114 which provide for an applicant to cause balloting material to be posted or delivered to the returning officer could enable candidates to become the custodians of this material. The amendments included in clause 8 are designed to prevent a candidate for an election carrying out any of the duties prescribed in paragraphs (e) and (f) of that subsection on behalf of an elector.

The Divisional Secretary of the Institute of Municipal Administration has drawn attention to the fact that the application of section 174, which prohibits members

of a council with a pecuniary interest in the matter before a council from discussion or voting on the question, does not apply to the committee meetings of the council. The amendments contained in clause 9 are all designed to make the prohibition at present applicable to members at meetings of a council also applicable to committee meetings.

The Fremantle Cemetery is at present conducted by the City of Fremantle with the assistance of an advisory committee composed of representatives of five municipal councils in the area, together with members of religious organisations. The present situation has been found to be unsatisfactory in practice and the councils concerned have requested that section 181 be amended to enable a cemetery committee to be a committee of management. At present this section permits the appointment of management committees to control halls, libraries, and reading rooms, and the amendment merely provides for the inclusion of cemeteries.

At present there is no provision in the Act for determining the result of an election of the chairman of a committee where the mayor or president does not occupy this position and there is an equality of votes. The Bill sets out in clause 11 provisions similar to those which at present apply to the election of a deputy mayor or deputy president where a clerk is required to report the failure to the Minister who will cause a special meeting to be held to elect a member, failing which an appointment will be made by the Minister.

I have given some further consideration to this matter and will possibly seek an amendment at the appropriate time to enable the matter to be first referred to a meeting of the full council before any reference is made to the Minister. I think members will appreciate that a committee may take up the matter with the full council without having to worry the Minister. I will have a further look at this.

The council of the City of Fremantle wishes to apply the principle of "owner-onus" to offences committed against the parking by-laws of the council. The Local Government Act has recently been amended to provide for "owner-onus" in respect of offences committed against the by-laws made under section 234 and also in respect of offences against the by-laws relating to street lawns. The City of Perth Parking Facilities Act in section 19 provides for "owner-onus" in respect of offences against that Act, and it is considered desirable, for the sake of uniformity, to extend the provisions of this Act to by-laws made under section 231 of the Local Government Act.

Section 297A was enacted in 1964 to facilitate the closure of rights-of-way which were private streets and to allot the land contained therein to the owners of adjoining land. In some instances, it is expedient to allot the whole of the land

to the owner of one adjoining site and not to divide the land. The term "divide" is used in the Act, and the amendment in clause 13 is designed to enable the whole of the land, without division, to be allotted to one adjoining owner.

Section 610 provides that a council must advertise its proposal to borrow money by the issue of debentures, firstly, in a newspaper circulating in the district, and then in the *Government Gazette*. The advertisements must include the amount proposed to be raised and the maximum rate of interest proposed to be paid on the debentures. Inclusion of the requirement for the maximum rate of interest to be advertised has resulted in a number of problems when interest rates have been varied, and recently these rates were increased by 1 per cent. On this occasion many councils which had not completed their arrangements with lenders were obliged to re-advertise the loans because of the requirements of section 610. This resulted in undue delay and also placed the loans in jeopardy being again subject to veto by the ratepayers. In view of the fact that local government interest rates are fixed there appears to be no good reason why the maximum rate should be included in the advertisements and the proposal contained in clause 14 is merely to delete this requirement.

Debate adjourned, on motion by The Hon. W. F. Willesee (Leader of the Opposition).

ROAD AND AIR TRANSPORT COMMISSION ACT AMENDMENT BILL

Second Reading

Debate resumed from the 24th September.

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [5.05 p.m.]: I have had an opportunity to direct my attention to a number of questions raised by Mr. Wise when he spoke to the second reading of this Bill and I would like to provide for the honourable member some information regarding those questions.

Mr. Wise mentioned that the first thought one would have was that anything dealing with the State Shipping Service would be dealt with under the Western Australian Marine Act. In this regard, I am advised that the Road and Air Transport Commission Act is the measure which deals with the transport of goods and passengers by road and air from place to place within the State. If a similar type of proposal is to be introduced in relation to another mode of transport, such as shipping, it is appropriate that it be included in the same Act.

The Western Australian Marine Act is administered by the Harbour and Light Department and does not concern itself

with the movement of goods and passengers from place to place, but with the safety and operation of ships. If the proposed Bill is passed, the Harbour and Light Department would bear a similar relationship to the Transport Commission as do the traffic authorities in respect of road vehicles and the Department of Civil Aviation in respect of aircraft. They govern the design and safe operation of road vehicles and aircraft, respectively, while the Transport Commission regulates its application to the function of moving goods and people.

Mr. Wise asked if I would inform the House whether the Bill or its principles had been referred to the Coastal Shipping Commission. I advise the House that the Coastal Shipping Commission is not only well aware of the proposals and was in consultation on the drafting of the Bill, but also the provisions set out have been introduced as a result of a recommendation from the Coastal Shipping Commission itself.

The quotation from the Road and Air Transport Commission report of 1968-69 read to the House by the honourable member reiterates a view arrived at by the Transport Advisory Council, of which the Chairman of the Coastal Shipping Commission is a member. The special "protection" referred to was an expression used in relation to other modes of transport. The suggestion was that if the public were given freedom of choice to use sea or land transport, the shipping service could hold its own in competition because of its low freight rates.

By lifting restrictions which compelled people to use sea transport, it could be expected that some traffic would divert to the other available modes of transport such as co-ordinated rail and road movement or direct road transport in special cases.

The quotations read to the House refer to an aspect of competition which is not the same as that concerned with in the Bill. They refer to competition with other modes of transport. The Bill is concerned with competition from the same mode of transport. Low freight costs give the State Shipping Service an advantage over land transport, with its high costs. On the other hand, it cannot easily counter competition from other ships which do not supply a regular service but can undertake profitable contracts on a charter basis at cut rates. This is the type of unfair competition from which the Bill seeks to protect the State Shipping Service.

Mr. Wise queried the title of the Bill. I have reread the remarks made by the honourable member and I am not sure what he means. If it is that although the long title to the principal Act is changed by clause 3 of the Bill, the short title remains unchanged, that is not correct; because clause 1 (3) changes the short title to the "Transport Commission Act, 1966-1970." A reference to the particular clause in the Bill shows that.

If the suggestion is that the short title should be changed to the "Road, Air and Sea Transport Commission Act, 1966-1970," for the purpose of indexing and reference, I can only say it is not necessary. The Act is to have a new title, "Transport Commission Act, 1966-1970," which covers the various forms of transport.

Indexing problems are not likely to occur or be rendered more complex by the passing of this measure. The current 1969 index to *The Statutes of Western Australia*, now carries, for instance, the reference "(see Fremantle Port Authority Act, 1902)" under the well-known title of "Fremantle Harbour Trust Act, 1902." The cross reference is quite explicit and the Act, under the new title, is readily located. An examination of the index indicates that the letter "A" alone carries no fewer than 30 such references in the index, so it is apparent that title changing presents no new problems.

In my introductory speech I used the words, "Constitutionally, any measure to regulate the coastal trade of a British possession requires the personal assent of Her Majesty before it can become effective." Mr. Wise deduced from this that the origin of the need for Bills of this nature to be referred to, and proclaimed by, the Queen came from the Instructions to the Governor.

This is not quite the situation. The marginal note to clause 2 of the Bill states "*Vide* Royal instructions 29/10/1900 Cl. VII (5) U.K. Merchant Shipping Act, 1894 s. 736." It is because of section 736 of that Act that clause 2 of the Bill reads—

This Act shall come into operation on a date to be fixed by proclamation after the Queen's approval thereto has been proclaimed in the State.

and not because of clause VII (5) in the Royal Instructions referred to above, and to which Mr. Wise referred also.

One of the provisions of the above-mentioned section 736 states—

The Legislature of a British possession may, by any Act or ordinance, regulate the coasting trade of that British possession, subject in every case to the following conditions—

(a) the Act or ordinance shall contain a suspending clause providing that the Act or ordinance shall not come into operation until Her Majesty's pleasure thereon has been publicly signified in the British possession in which it has been passed.

Western Australia is a British possession within the meaning of that section and the statutory requirement must be complied with.

It was because section 736 was not complied with in Queensland that the full court of the Supreme Court of Queensland

held in *The Queen versus The Commissioner for Transport Ex parte Cobb & Co. Limited and Others*, 1963 S.R.Q., at page 547, that the State Transport Act, 1960, of Queensland was invalid. The Act was so held invalid because it was an Act which regulated the coastal trade of Queensland and it did not contain a suspending clause as required by the said section 736 of the Merchant Shipping Act, 1894, of the United Kingdom.

Where a Bill is required to be reserved under clause VII of the Royal Instructions to the Governor, no mention is made thereof in the Bill but, as a matter of practice, the Governor is advised by the Parliamentary Draftsman that the Bill requires to be reserved for Her Majesty's assent at Westminster, and the Bill is reserved accordingly.

It is interesting to note that the Road and Air Transport Commission Act Amendment Bill, 1970, does not require to be reserved under clause VII (5) of the Instructions to the Governor, as stated by Mr. Wise, because it is exempted under the latter part of that clause which excepts a "Bill which shall contain a clause suspending the operation of such Bill until the signification in the State of Our pleasure thereupon"; which is exactly what clause 2 of the Bill does.

Finally, I do not think I was wrong in using the word "constitutionally" in the text. In this I am supported by the well-known constitutional text book writer, A. V. Dicey, who, on the Constitution says, "Constitutional law is all rules which directly or indirectly affect the distribution or exercise of the sovereign power." Therefore, I would have thought the subject question was a constitutional matter.

In speaking to the debate, Mr. Wise assumed that even in the case of Broken Hill Proprietary Company Limited ships it will be necessary to obtain a license on those occasions when the masters wish to pick up goods at Fremantle. In this connection I comment that B.H.P. ships would require a license or permit to convey stores from Fremantle to Yampi. This is one item which would need to be dealt with in the course of administration. It is difficult, if not impracticable, to draft clauses in a Bill to cover every individual operation. That is why the administrator, whoever he may be—the Commissioner of Transport in this case—has to be given some discretionary powers.

The honourable member raised the question of protection for the State Shipping Service. That is the main purpose of the Bill. The Coastal Shipping Commission has an obligation to supply a regular shipping service to cater for people and industries in the north of our State. In doing so, they must expect to "take the good with the bad." On occasions "the good" part is derived from large volume cargoes, or cargoes which can be handled cheaply and

are therefore attractive to casual ship-owners who offer special rates on a charter basis. In this way, the State Shipping Service could be left with a preponderance of the less profitable, or "skimmed milk" cargo, while someone else gets the "cream," with the public of Western Australia being left to pay the cost.

Although reference has been made to "foreign" ships, this term was used to imply any ships not regularly operating between Western Australian ports. This includes ships of foreign nationalities, but the legislation is not confined to them, because all ships other than those operated by the Western Australian Coastal Shipping Commission will be required to obtain either a license or a permit to operate intrastate.

In response to the honourable member's request for information on the decline of cargo-handling by the State Shipping Service, I wish to inform the House that, so far as southbound cargoes are concerned, the following figures speak for themselves:—

	Cattle (Head)	Wool (Bales)	Other Cargo (Tons)
1944	4,809	30,197	15,335
1950	5,550	20,099	21,562
1960	6,579	14,254	33,499
1969	570	10,054	14,530

However, the emphasis is now centered on protecting the northward traffic of the service and to give the Government control over vessels trading intrastate; and although reference is made to a loss of 26,288 tons in 1969, compared with the previous year, this was caused mainly by a fall in construction material for particular phases of development, and the introduction of the bulk cement carrier *Clevedon*.

I do not want this to be misinterpreted. I am advised that the State ships could not satisfactorily handle that type of cargo to advantage. Therefore, in order to ensure the supply of cheaper cement, it was provided that cement for the north should go by the vessel *Clevedon*.

Overall, the northward cargo declined by 16,364 tons; round Australia traffic, eastward and westward, by 7,410 tons; and southward tonnages by 2,514 tons. This year, during its trading period January to December, 1970, the commission anticipates carrying 156,000 tons northward, an increase of 8,000 tons over the 1969 trading year. It is confidently expected, so I am advised by the acting general manager, that the tonnage of cargo required for the everyday needs of the communities at the various ports, and in the hinterland, will increase year by year, and that the State Shipping Service will obtain its share of the increased markets, especially when the new vessels are introduced.

As to the shipping of materials for Government projects, the information made available to me indicates that the Western Australian Coastal Shipping Commission

agrees that, as far as possible, all cargo destined for Government projects should be shipped in State vessels. Although the commission does not have any record of tonnages of Government cargo transported by road, it has had instances drawn to its attention where such cargoes have so moved.

A moment or two ago I made reference to the use of the bulk cement carrier *Clevedon*. I apologise to the House for the fact that I intend to move an amendment to the Bill and that the amendment has not been placed on today's notice paper. It has reference to the replacement of the vessel *Clevedon*. The vessel has to be replaced and, because of the limitation that this legislation places on the use of a vessel of this nature, it is thought unlikely that the company concerned would be anxious to replace the vessel—the replacement would cost a considerable sum of money—unless it could be given more security in relation to the use of the new vessel.

As a result, it is intended to move an amendment with the object of permitting the Minister, by instrument in writing, to grant a renewal for such period in excess of three years as the Minister specifies in the instrument. In other words, the Minister will have some discretion beyond the period of three years now provided for in the Bill. I think this is desirable in view of the replacement cost which, although I cannot give an accurate figure, I understand is in the order of \$2,500,000, and also because the new ship will continue to provide the type of service which has been provided by the old ship. Therefore, I hope the Committee will give favourable consideration to the amendment when the times comes for it to be moved.

I think those remarks cover the points raised by Mr. Wise who, of course, supported the measure. I apologise again for the fact that I omitted to place the amendment on the notice paper today but I do not intend to proceed with the Committee stage this afternoon. I shall hand the amendment to the Clerk and we can discuss it at the next day of sitting.

Question put and passed.

Bill read a second time.

BETTING CONTROL ACT AMENDMENT BILL

Receipt and First Reading

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

AUCTIONEERS ACT AMENDMENT BILL

Returned

Bill returned from the Assembly without amendment.

ADJOURNMENT OF THE HOUSE: SPECIAL

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Mines) [5.27 p.m.]: I move—

That the House at its rising adjourn until Thursday, the 8th October.

Question put and passed.

House adjourned at 5.28 p.m.

Legislative Assembly

Tuesday, the 6th October, 1970

The SPEAKER (Mr. Guthrie) took the Chair at 4.30 p.m., and read prayers.

AUDITOR-GENERAL'S REPORT

Tabling

THE SPEAKER: I have for tabling the Auditor-General's report on the Public Accounts for the year ended the 30th June, 1970.

BILLS (7): ASSENT

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

1. Coal Mine Workers (Pensions) Act Amendment Bill (No. 2).
2. Child Welfare Act Amendment Bill.
3. Offenders Probation and Parole Act Amendment Bill.
4. Roman Catholic Vicariate of the Kimberleys Property Act Amendment Bill.
5. Petroleum Pipelines Act Amendment Bill.
6. Workers' Compensation Act Amendment Bill (No. 2).
7. Australia and New Zealand Banking Group Bill.

QUESTIONS (23): ON NOTICE

1. *This question was postponed for one week.*

2. EDUCATION

Remedial and Special Classes

Mr. MENSAROS, to the Minister for Education:

- (1) How many—

(a) remedial;

(b) special,

classes are conducted in the metropolitan area in primary and secondary schools respectively?