

effective administration of the Act. No-one in authority on the board should assume that I am criticising the board itself because, in fact, I do not know any member of the board. I am complaining about how the Act is framed; and, unless it is drastically amended, it cannot be effectively administered. In my opinion, therefore, the efforts of any Select Committee which is appointed to inquire into this legislation will be well worth while.

Whilst making my investigations I often heard it said that many men have been registered who were working as builders before the Act came into force. Also, many builders have since been registered as a result of their completing the requisite course. I also discovered that, irrespective of the application of the Act to the type of builder whose case I was advocating last year and who cannot, for various reasons, accept tenders to erect buildings of a certain type in the metropolitan area, there are many other features of the Act that could bear close scrutiny by a Select Committee.

I do not wish to labour the issue. I merely wish to say that as a result of my careful investigations last year, I think Mr. Baxter is doing the right thing at last by moving for the appointment of a Select Committee to inquire into the Act, and I hope the House will agree to the motion.

On motion by The Hon. G. C. MacKinnon, debate adjourned.

House adjourned at 4.59 p.m.

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Legislative Assembly

Friday, the 18th November, 1960

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QUESTIONS ON NOTICE

1. *This question was postponed.*

ELLEKER-DENMARK RAILWAY LINE

Reopening

2. Mr. HALL asked the Minister for Railways:
 - (1) Did he receive a recommendation from the Lower Great Southern Regional Council for the reopening of the Elleker-Denmark line?
 - (2) If so, what are the Government's intentions in respect of the reopening of that line?

Mr. COURT replied:

- (1) and (2) Mr. Speaker, I have not a written answer to this question. Would it be in order if I answered verbally?

The SPEAKER: Quite.

Mr. COURT: Representations were received from the regional council referred to in the question and that council was advised that after a careful consideration of all the circumstances, and after consultation with former users of the Elleker-Denmark line, it was decided that the line be not reopened.

FIREWORKS

Limitation on Sale

3. Mr. FLETCHER asked the Minister for Labour:

Relative to my question on the sale of fireworks, can I assume from his reply that the Government does intend giving detailed consideration to some restriction on the sale of fireworks?

Mr. PERKINS replied:

Consideration will be given to this subject by the Government.

WATER SUPPLY DEPARTMENT

Source of Revenue

4. Mr. TONKIN asked the Minister for Water Supplies:

- (1) How much of the Water Supply Department's earnings from rates and minimum charges for water for the year ended the 30th June, 1960, was obtained from—

- (a) domestic premises;
(b) business premises?

- (2) How much of the Water Supply Department's earnings from excess and direct water sales for the year ended the 30th June, 1960, was obtained from—

- (a) domestic premises;
(b) business premises?

Mr. WILD replied:

- (1) It is not practicable to give actual comparative figures, but an approximate evaluation would be—

- (a) Domestic premises — £677,000.
(b) Industrial and trading — £300,000.

- (2) (a) Domestic premises — £43,203.
(b) Industrial and trading — £64,695.

1959-1960 was an abnormal year due to severe water restrictions. The relevant figures for the year 1958-1959 were—

- (a) Domestic premises — £223,488.
(b) Industrial and trading — £66,079.

WATER RATES

Tabling of "Pay-as-you-use" Committee's Report

5. Mr. TONKIN asked the Minister for Water Supplies:

Is he yet in a position to indicate when he will table in Parliament a copy of the report of the committee which was set up to inquire into a new system of rating for water based on the principle of "pay-as-you-use?"

Mr. WILD replied:

The position has not altered since my reply to the honourable member on the 3rd November.

6 to 8. *These questions were postponed.*

LOCAL GOVERNMENT ACT

Availability and Price

9. Mr. BRADY asked the Minister representing the Minister for Local Government:

- (1) Will he state when the general public will be able to purchase the new Local Government Act?
(2) Can he state the price for which the new Act will be sold?

Mr. PERKINS replied:

- (1) The Local Government Act is expected to be available for sale to the public in the second week in January.
(2) The price is expected to be 12s. 6d. per copy.

FLIES AND MOSQUITOES

Spraying by Argentine Ant Plant

10. Mr. BRADY asked the Minister for Agriculture:

- (1) Is the plant and equipment used in the Argentine ant campaign suitable for use for fly and mosquito eradication?
(2) Would the equipment be available for an organisation representing all metropolitan local government bodies, if suitable arrangements were made by the local government bodies to carry out a joint campaign?

Mr. NALDER replied:

- (1) The equipment used in the Argentine ant campaign is of a general purpose type which would be suitable for spraying fly and mosquito areas.

However, it is considered that a wholesale spraying campaign for fly control would have undesirable consequences by hastening the development of resistance to insecticides in the local fly population as has already occurred from the use of D.D.T. Such effects have

been clearly demonstrated where wholesale spraying has been undertaken in various cities within the United States.

The main emphasis in any fly control campaign must be on eliminating the breeding areas by correct disposal of garbage, lawn clippings, fowl manure, and similar wastes.

- (2) Tenders have already been called for disposal of surplus equipment, and it is understood that a number of local authorities are applying for procuring units for treatment of selected areas.

Eradication Campaign

11. Mr. BRADY asked the Minister for Health:

- (1) Is it correct that a campaign to reduce the fly and mosquito menace is being encouraged by the Public Health Department?
- (2) Has any consideration been given to one organisation (similar to the Argentine ant campaign) being arranged to carry out the campaign for all local government bodies?
- (3) Could the plant and equipment used for the Argentine ant campaign be borrowed from the Department of Agriculture?

Mr. ROSS HUTCHINSON replied:

- (1) A campaign against flies has been organised by the Public Health Department.
- (2) No. Such a method would be inadequate. Control of flies is essentially a matter of removing breeding grounds. This must be done by education and supervision, not by spraying of localised areas.
- (3) The plant for Argentine ant eradication would serve little useful purpose in the eradication of flies.

12. *This question was postponed.*

PRINCIPAL ARCHITECT *Salary and Responsibilities*

13. Mr. TONKIN asked the Minister for Works:

- (1) What salary was paid to Mr. Clare for his position of Principal Architect, Public Works Department?
- (2) At what salary was the position advertised for his successor?
- (3) Has cognisance been taken of the fact that the responsibilities of the position have been substantially reduced consequent upon—
(a) the virtual disbandment of the department's day-labour organisation; and

- (b) the engagement of private architects to carry out a substantial portion of the work which it has been the practice to have done departmentally?

Mr. WILD replied:

- (1) £3,978.
- (2) £3,978.
- (3) The Principal Architect still has the full responsibility for the design and erection of public buildings, the only difference being that there is greater emphasis on supervision than on construction.

STONE FRUIT INDUSTRY

Trust Fund

14. Mr. ROWBERRY asked the Minister for Agriculture:

- (1) By what authority was the Stone Fruit Industry Trust Fund set up?
- (2) By whom is it administered?
- (3) For what purpose was it inaugurated?
- (4) Have any payments been made from the fund; if so, to whom?

Mr. NALDER replied:

- (1) The Fruit Growing Industry Trust Fund Act, 1941, and Regulation No. 5 as published in the *Government Gazette* dated the 12th December, 1947.
- (2) By a committee comprising three members appointed by the Governor—two nominated by the Fruit Growers' Association and a chairman representing the Department of Agriculture.
- (3) To provide for the establishment of a fund and its administration and the application of its moneys for the following purposes:—
 - (a) the cost and administration of the Act;
 - (b) the payment of fees and allowances of members;
 - (c) the eradication of pests and diseases of fruit crops;
 - (d) the payment of compensation to growers in certain cases;
 - (e) promotion of research of fruit crops;
 - (f) financial help for the Fruit Growers' Association; or any purpose which, in the opinion of the Minister, will promote the fruitgrowing industry.
- (4) Yes. Expenditure from the fund is set out in the annual report and financial statement of the committee, a copy of which is hereby tabled.

15. *This question was postponed.*

QUESTIONS WITHOUT NOTICE

BUILDING TRADESMEN: AVAILABILITY

Investigation by University

1. Mr. TOMS asked the Minister for Labour:

On Tuesday, the 15th November, I asked the Minister a series of questions relating to the establishment of a committee to report on the present availability of tradesmen and the prospects for the future. The answer I received was as follows:—

- (1) to (3) I understand that a tentative approach has been made by the Minister for Housing to a professor at the University to chair a committee to look into the availability of building labour.

Am I to understand from that answer that the committee has not yet been formed?

Mr. PERKINS replied:

I would not have the faintest idea. It is entirely outside my department and was a semi-official approach.

Mr. Tonkin: Don't you know that a report has been made?

Mr. PERKINS: No; I have no idea.

Mr. Tonkin: I do.

Mr. PERKINS: It does not go through my department; therefore I do not know.

2. Mr. TOMS asked the Minister for Labour:

What department do I have to approach to obtain the information?

Mr. PERKINS replied:

I think the Minister for Housing would be the only Minister who would know anything about it. It is not an ordinary governmental approach. I am not fully conversant with the details of it because, as I say, it did not go through my department. I think it was a semi-official approach to a professor at the University and was made by another department.

QUESTIONS INCORRECTLY ADDRESSED

Furnishing of Replies

3. Mr. TOMS: Mr. Speaker, I would like to ask whether we, as members of the Opposition, are to receive answers such as this. The usual practice has been for the Minister concerned to hand a

question on to the appropriate department if it has been wrongly addressed to him. Thereupon the answer is obtained. If we have to keep on directing these questions to other Ministers when we have wrongly directed them, the notice paper will become longer and longer. I ask that if Ministers receive questions wrongly directed to them they forward them to the right quarter.

The SPEAKER: Is that a question to the Premier?

Mr. TOMS: It is a request to the Government.

The SPEAKER: The honourable member is out of order; but he has made his request.

ELLEKER-DENMARK RAILWAY LINE

Reopening

4. Mr. HAWKE asked the Minister for Railways:

Regarding the reply received to Question No. 2 on today's notice paper, I understood the Minister to say that a decision had recently been made by the Government against reopening the Elleker-Denmark railway line. Was the decision made by the Railways Department or, as I understood the Minister to say, by the Government?

Mr. COURT replied:

A decision of that nature can be made only by the Government; and was in fact, made by the Government.

IMMIGRATION TO WESTERN AUSTRALIA

Source of Discouraging Letter

5. Mr. BOVELL: The Deputy Leader of the Opposition earlier this week referred to the fact that he had seen a letter purporting to have come from the State Immigration Department and discouraging migration to Western Australia. This, in my opinion, is a very serious allegation, and I have had the departmental records checked. No evidence has been forthcoming of any such letter having come from the State Department of Immigration. As I said, if one did go, I did not have the matter attended to. It was not with my approval or my knowledge. I would request the Deputy Leader of the Opposition to make this letter available to me or give me the name and address of the recipient.

6. **Mr. TONKIN** asked the Minister for Immigration:

To give me an opportunity to explain that the Minister has not correctly stated the position, I ask him to make further inquiry. The Minister if he is fair will recall that I said I was not sure that the letter came from his department, although I thought so.

Mr. Bovell: Yes; that is so.

Mr. TONKIN: I accept the Minister's assurance now that it did not come from his department. I ask him to ascertain from the Commonwealth department whether it was responsible for sending the letter. If it is not being done in Western Australia, is it being done on its behalf in Great Britain?

Mr. BOVELL replied:

I will certainly take this matter up with the Commonwealth Minister for Immigration; because, as I have said, I am concerned about the whole position. However, it certainly did not come through the State department, and I will therefore pursue the matter with the Commonwealth department.

Mr. Tonkin: Thank you.

WATER RATES

Tabling of "Pay-as-you-use" Committee's Report

7. **Mr. TONKIN** asked the Minister for Water Supplies:

Early this week, in reply to questions, I think the Minister indicated that he would be prepared to make available to the House, before it rose, the report of the committee which inquired into the principle of "pay-as-you-use" water. It has been indicated that the House is likely to rise next week. I asked the Minister today the following question:—

Is he yet in a position to indicate when he will table in Parliament a copy of the report of the committee which was set up to inquire into a new system of rating for water based on the principle of "pay-as-you-use"?

The Minister's reply was that the position has not altered since his reply to me on the 3rd November. As he indicated that the report would probably be made available before the House rose, and there is only one week to go, is it his intention to table the report before the House rises?

Mr. WILD replied:

I did indicate last week that if it were possible the report would be tabled; and I indicated—whether it was on that occasion or earlier, I cannot remember—that it would be after Cabinet had given full consideration to the report; and this has not been done yet. All I say to the Deputy Leader of the Opposition is that Cabinet has been very busy—

Mr. Hawke: What doing?

Mr. WILD: —and if the Deputy Leader of the Opposition would take a statesmanlike lead and get these striking Collie miners back to work, we would probably have some time to—

Mr. Hawke: How silly can you get!

Mr. WILD: —give consideration to the report.

BILLS (2)—FIRST READING

1. **Anzac Day Bill.**

On motion by Mr. Brand (Premier), Bill introduced, and read a first time.

2. **Parliamentary Superannuation Act Amendment Bill.**

On motion by Mr. Brand (Treasurer), Bill introduced, and read a first time.

FREMANTLE HARBOUR TRUST ACT AMENDMENT BILL

Second Reading

MR. WILD (Dale—Minister for Works) [11.22 a.m.]: I move—

That the Bill be now read a second time.

This is only a small amending Bill, but it is one that has been introduced in order to permit the Fremantle Harbour Trust to borrow money similarly to the State Electricity Commission. The intention is to amend the Fremantle Harbour Trust Act in order that the trust can borrow money outside of the State Treasury for constructing works of a capital nature required at the Port of Fremantle.

At present the trust receives an allocation of loan money from the Treasury each year, and it is not proposed to vary this procedure. However, on account of a general shortage of funds, the Treasurer has for many years been unable to allot to the trust sufficient loan money to meet the trust's expanding needs. The application to the Treasury for loan money for the past four years has been—

Year.	£
1957-58	750,000
1958-59	750,000
1959-60	1,424,000
1960-61	1,094,000

The allocations given by the Treasury were—

£
550,000
540,000
600,000
700,000

Capital funds are required for such work as new passenger terminal; quay cranes and hoppers; upriver extensions; new offices; and dredging and bell mouching. Generally speaking, the Bill gives the Fremantle Harbour Trust borrowing powers identical with those enjoyed by the State Electricity Commission. It is considered that the time is appropriate to allow the Fremantle Harbour Trust to take advantage of semi-Governmental borrowing facilities in this State.

On motion by Mr. Tonkin, debate adjourned.

[The Acting Speaker (Mr. Crommelin), took the Chair.]

LAND TAX ASSESSMENT ACT AMENDMENT BILL

Second Reading

MR. BRAND (Greenough—Treasurer)
[11.26 a.m.]: I move—

That the Bill be now read a second time.

The main feature of this Bill is to give effect to an announcement made in the Budget of the 10 per cent. reduction in the State land tax.

The ACTING SPEAKER (Mr. Crommelin): I would ask members to keep their voices down; it is very difficult to hear the Treasurer.

MR. BRAND: The question of land tax in this State over recent years has been one of controversy whereby, as usual, the ratepayers felt they were over-taxed and that land tax was too high, particularly resulting from the revaluations which have taken place from time to time.

In order to give some relief in this direction the Government decided it would make a reduction of 10 per cent. of the State land tax. It had been intended to make a greater reduction, had that been possible; but in the meantime, as members will recall, through a public statement in Queensland, there was a sharp increase in land tax in that State to the extent of causing real consternation to such places as the Gold Coast and other areas in Queensland where there has been rapid development. I understand there have been some increases, either through revaluation or direct action, in the land tax in some of the other standard States, and I repeat that because of the well-known situation in which this State, as a claimant state, finds itself—being judged by the Grants Commission for the

purpose of disability grant by the level of its non-income tax by that of the standard States—we were forced to recognise, because of the considerably high land tax level applying in standard States, that only a 10 per cent. reduction can now be made.

In the main, this Bill aims to bring about a 10 per cent. reduction which will apply from the 1st July, 1960, and will cost the State in the vicinity of £105,000 per annum. The Bill also provides for a number of minor amendments to the Act, the most important being the clarification of the position with regard to foreign tax assessment and the correction of an anomaly in respect of improvement of Crown lands. Subsection (3) of section (8) of the principal Act provides that in the case of an owner of land who has not been resident in the Commonwealth of Australia during any portion of the year next preceding the year of assessment, the rate of tax shall be increased by 50 per cent. This penalty has never been applied to foreign companies—that is, companies whose registered offices are outside Western Australia. However, comparatively recent court decisions have made it clear that, even though a foreign company is carrying on business in the State, if it owns land it is an absentee owner for the purpose of the Land Tax Assessment Act, and therefore is liable to the penalty of an increase of 50 per cent.

It would be most undesirable, especially at a time when every effort is being made to attract additional industry—both large and small companies—to the State, to levy a penalty rate on non-resident companies carrying on business in this State. Although this penalty has not been applied up to date, as a result of recent court decisions it is now necessary to make the amendment proposed in the Bill, if we intend to apply the concession to those companies.

As a result of amending legislation passed in 1956 an anomaly was created with respect to improvement of town lands. In order to explain the position it is necessary for me to outline the provisions of the Act prior to the amendment of 1956. Section 9 of the Land and Income Tax Assessment Act divided land into two broad classes—primary industry land and other land—for the purpose of ascertaining whether it was deemed to be improved. Primary industry land was deemed to be improved if improvements had been effected to an amount equal to £1 per acre or one-third of the unimproved value of the land, whichever was the lesser, or to the amount prescribed by the Land Act.

Other land—that is, land not used for the purposes of primary industry—was deemed to be improved if improvements had been effected to an amount of not less than one-third of the unimproved value of the land, with an upper limit of £50 per foot of frontage. However, in the

amending of the Act in 1956, the distinction between primary industry land and other land disappeared. It could now be argued that improvements to the value of £1 on, say, suburban land, could render it improved land and thus it should be taxed at the lesser rate of tax.

The amendment in the Bill provides for the restoration of the position which existed prior to the 1956 amendment, so that primary industry land is non-taxable if improvements as required by the Act have been effected. That is the important objective of the amendment. Other land will be taxable at the higher rate unless improvements to the amount of one-third of the improved value have been effected.

Mr. Hawke: One-third of the improved value or the unimproved value?

Mr. BRAND: I should have said, "one-third of the unimproved value of the land."

On motion by Mr. Hawke, debate adjourned.

[The Speaker resumed the Chair.]

RAILWAYS (CUE-BIG BELL AND OTHER RAILWAYS) DISCONTINUANCE BILL

Second Reading

MR. COURT (Nedlands—Minister for Railways) [11.35 a.m.]: I move—

That the Bill be now read a second time.

In submitting this Bill I want to make it clear that it was not decided upon lightly. In accordance with election promises, efforts were made to ascertain the views of former users of the rail services. It was only after a Cabinet subcommittee had examined the case of each line that a final decision was made.

In December, 1956, both Houses of the State Parliament agreed, subject to certain conditions, to resolutions to the effect that certain sections of railway totalling 842 miles should cease to be operated. The sections concerned were—

	Length in Miles
Meekatharra-Wiluna	111
Cue-Big Bell	19
Malcolm-Laverton	64
Geraldton-Ajana	67
Wokarina-Yuna	38
Burakin-Bonnie Rock	76
Mukinbudin-Bullfinch	58
Bullfinch - Southern Cross	22
Boddington-Narrogin	51
Busselton-Flinders Bay	67
Elleker-Nornalup	61
Brookton-Corrigin	56
Lake Grace-Hyden	58
Katanning-Pingrup	59
Gnowangerup-Ongerup	35
	<hr/>
	842
	<hr/>

The circumstances which led to the discontinuance of train services on these sections of railway are well known to members, and were discussed at length in both Houses prior to the discontinuance motion being passed. There should be no need to repeat them here. Subsequently, services were discontinued on all of the sections listed, with the exception of the Cue-Big Bell line, operations on which had already been terminated in January, 1956; and the Bullfinch-Southern Cross section which was allowed to continue operating pending clarification of developments in the district.

Members will recall that some of the Opposition of the day agreed to the motion to suspend traffic on the various sections, subject to the Government—

- (1) ensuring that through increased efficiency and economies throughout the W.A.G.R., including its workshops and administration, a substantial reduction in the railway deficit will be achieved;
- (2) ensuring an adequate replacement system of passenger and freight transport in areas where railways had been discontinued; and
- (3) overhauling and reorganising the metropolitan Government passenger transport services with a view to reducing substantially their deficits.

Those members of the then Opposition who supported the motion, with these conditions attached, felt that the then Government peremptorily suspended services on the line without these conditions being fulfilled. This gave rise to much greater discontent in the areas concerned than might otherwise have been the case.

The present Government has given attention to these matters. All phases of railway activities are undergoing a complete and thorough review, including the operations of the main workshops at Midland Junction, and the suburban passenger rail services. The more favourable railway financial results that have been in evidence over the last 12 months or so reflect the efforts that have been made and are still being made in this regard. Substitute road transport services have been reviewed; and, where necessary, reorganised and improved.

One of the most contentious matters arising out of the rail discontinuances was the increase in costs to the users, brought about by the previous Government's policy of progressive elimination of subsidy payments over a period of seven years from the time rail transport ceased. The present Government corrected this by restoring these subsidies on a full railway freight rate basis without progressive reduction, thus putting residents in the areas concerned on very much the same footing

financially as they were when the railway was operating. Legislation introduced in 1959 gave greater security to farmers.

The Bill which is now before the House seeks to give effect to the closure of 670 miles of the 842 miles of railway dealt with in the discontinuance motion, together with 11 miles of the Bellevue-Mt. Helena section, on which services were terminated in January, 1954, making an over-all total of 681 miles. The sections of railway to be closed are—

	Length in miles
Meekatharra-Wiluna	111
Cue-Big Bell	19
Malcolm-Laverton	64
Geraldton-Ajana	67
Wokarina-Yuna	38
Mukinbudin-Bullfinch	58
Bullfinch-Southern Cross	22
Boddington-Narrogin	51
Busselton-Flinders Bay	67
Elleker-Nornalup	61
Brookton-Corrigin	56
Nyabing-Pingrup	21
Gnowangerup-Ongerup	35
Boya-Mt. Helena	11
	<hr/> 681 <hr/>

This will leave three lines operating on a seasonal basis. They are:—

	Length in miles
Lake Grace-Hyden	58
Burakin-Bonnie Rock	76
Katanning-Nyabing	38

Those three lines have been reopened on a trial basis for a period of possibly three years, following a close examination of the areas and their transport problems by a Cabinet subcommittee. The Treasury is to reimburse the W.A.G.R. for the cost of opening the lines up to an agreed figure in each case and for operating losses.

The Lake Grace-Hyden and Burakin-Bonnie Rock sections opened in January of this year and functioned for a period of six months to clear the grain and superphosphate. It is expected that they will reopen in January next year on the same basis. In fact, the 9th January is the date that has been set down. The Katanning-Nyabing portion of the Katanning-Pingrup line will also open in January next for seasonal traffic and the remaining 21 miles from Nyabing on to Pingrup will be closed.

On the Bellevue-Mt. Helena section it will be noted that only that portion from Boya onwards will be closed. The Bellevue-Boya portion is being worked as far as Koongamia with a passenger service and, from Koongamia to Boya, under siding conditions for the Boya quarries.

The railways required certain small sections on some of the closed lines involving only a few chains, in most cases, to be

retained for shunting purposes and to provide access to stockyards, etc. The only length of line of any proportion sought to be held is approximately three miles at the Geraldton end of the Geraldton-Ajana section. This will serve an industrial area which is being developed between Bluff Point and the Chapman River, and the Geraldton Municipal Council is desirous of retaining this connection with the main rail system.

The Bill also provides for the lines listed to be closed on dates to be fixed by separate proclamations. This is considered preferable to having all lines closed legally on the date on which the Act is assented to, as it allows any special circumstances in respect of a particular line or lines to be taken into account. As an example of this, the date of the closure of the Bullfinch-Southern Cross section will not be proclaimed until finality is reached regarding the exploitation of minerals in the area.

I might explain here that the intention of the Bill is that the proclamations will deal with each line as a separate issue rather than have a blanket proclamation covering all the lines, and the Bill has been drawn to give effect to that. I think members will realise the reason for it: it is a practical and commonsense way of handling the situation.

As regards the disposition of materials the Bill has similar provisions to those of previous discontinuance Acts, i.e., all material will be used or disposed of and the cost of each closed section removed from the railway accounts. The Government's policy in regard to the disposal of materials will be—

- (i) to make an immediate announcement regarding disposal as soon as parliamentary approval is given to the closures;
- (ii) to allow stockyards and ramps at the various sidings to be dealt with by the Lands Department in accordance with the provisions of this Bill, and, where desired locally, they may be leased to the local authorities at a nominal rental, subject to those authorities undertaking any maintenance required;
- (iii) to have a committee comprising Treasury, Railway and Lands Department representatives to negotiate with local authorities for the vesting in such local authorities any buildings and land which will serve a useful public purpose. These arrangements will be made only after due regard has been had for the Transport Board requirements in respect of road transport contractors and the existing rights of stock firms; Co-operative Bulk Handling Ltd. and the like;

- (iv) to make ballast material available under proper arrangements to local authorities for road maintenance and construction;
- (v) the railway to recover all assets which justify removal and which would normally be recovered by the railway;
- (vi) to call applications from local authorities and farmers for the rails and sleepers for *bona fide* local authority and farm use. After these requirements have been assessed the rails and sleepers are to be allocated—
 - (a) those which can be economically re-used elsewhere in the rail system to be declared and removed by the railway;
 - (b) the local authorities' and local farmers' reasonable requirements to be made available to them at a price to be determined;
 - (c) the remainder to be offered for tender.

At this stage, in connection with the disposal of materials, I would like to point out that it will be necessary for the railway officers to exercise great vigilance in regard to the use of these materials. Members will have read in the Press recently the report of a court case where a man was fined in this connection, and I want to assure the House that railway officers were in no way culpable and in no way blameworthy. They took complete and extraordinary measures to make sure that those rails were to be applied *bona fide* for farm use. It was soon after the sale had taken place that the breach, over which the litigation resulted, took place.

Mr. Sewell: The rails were sold overseas.

Mr. COURT: I do not think they actually got away. The Customs officials intervened and a heavy penalty was imposed. The Bill provides for the land to revert in Her Majesty together with all rights, if any, to mines of coal or other minerals, under the land.

Provision has been made in the Bill for the Minister for Lands to have power to deal with revested land in a practical and commonsense manner. There are many local considerations to be taken into account and the provisions of the Bill allow ample machinery for handling the matter with the necessary flexibility. As has already been mentioned, subsidies will be paid on a full railway freight rate basis for the carriage by road of all "Miscellaneous" class goods so that those people living in an area where a line has been closed will suffer very little financial loss, if any at all, by the closure. The amount of subsidy paid in the last year ended the 30th June, 1960, in respect of

the particular areas which will be affected by the proposed closures, and excluding those where lines are being opened on a seasonal basis, was £29,986.

An amount of £1,388,400 has been programmed by the Main Roads Department to improve the roads serving the areas concerned. Some areas, such as Bullfinch-Southern Cross, Busselton-Flinders Bay, Geraldton-Ajana, Boddington-Narrogin, and roads in the Boya-Mt. Helena district, already had sealed surfaces prior to rail operations being terminated. The sealing of the Geraldton-Yuna road was also completed in 1959 at a cost of £68,000.

In the remaining areas where closures are to take place, a three-year programme is in hand to bring the following roads to black-top running surface standards:—

	£
Brookton-Corrigin road (serving the Brookton-Corrigin line)	200,000
Katanning - Pingrup - Ongerup Road (serving the Nyabing - Pingrup line)	198,000
Ongerup - Albany Road serving the Gnowangerup-Ongerup line)	24,000
Elleker - Youngs Road (serving the Elleker - Nornalup line)	147,000
	<hr/> £569,000

In addition, roads serving areas where rail operations have been restricted to a seasonal basis will, over the next three years, be given black-top running surfaces, as under:—

	£
Lake Grace-Hyden area—	
Kondinin-Karlgarin-Hyden Road	42,000
Lake Grace-Pingaring Road	123,000
Burakin-Bonnie Rock area—	
Burakin-Cleary Road	144,000
Beacon-Bencubbin Road	110,000
Wialki-Mukinbudin Road	67,000
Bonnie Rock-Mukinbudin Road	90,000
	<hr/> £576,000

In other closed line areas funds have been allocated in the period 1958-61 for improving roads, as follows:—

	£
Meekatharra-Wiluna Road	34,000
Malcolm-Laverton Road	20,500
Cue-Big Bell Road	2,900
Mukinbudin-Bullfinch Road	48,000

It might also be mentioned that since rail services were discontinued in 1957, something like £70,000 had been spent on maintaining the roads in the areas where closures are to be implemented. I have placed on the notice paper an amendment to one of the clauses in the Bill. It

has been pointed out by the Lands Department that the drafting in the Bill as presented could produce anomalies and restrictions which would be completely impracticable in the actual administration of the Act. Therefore, to more effectively deal with the situation, an amendment has been placed on the notice paper, and I invite the attention of members to the significance of that amendment.

On motion by Mr. Sewell, debate adjourned.

VETERINARY SURGEONS BILL

Council's Amendments

Schedule of two amendments made by the Council now considered.

In Committee

The Chairman of Committees (Mr. Roberts) in the Chair; Mr. Nalder (Minister for Agriculture) in charge of the Bill.

The CHAIRMAN: The Council's amendments are as follows:—

No. 1.

Clause 22, page 13, line 3—Insert after the word "appeal" the words "against refusal."

No. 2.

Clause 24, page 15, line 24—Delete the word "Where" and substitute the words "Subject to the provisions of subsection (2) of this section, where."

Mr. NALDER: I move—

That the amendments be agreed to.

The words to be added in both the clauses give a clearer indication of the meaning of the clauses, and I have no objection to the amendments.

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

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

LICENSING ACT AMENDMENT BILL (No. 3)

Second Reading: Defeated

Debate resumed from the 10th November.

MR. WATTS (Stirling—Attorney-General) [11.56 a.m.]: This little Bill introduced by the member for Darling Range follows an attempt made previously in another place to amend the Licensing Act to achieve much the same result by a different method. In the first instance the proposal was that the matter should be directed almost entirely to the question as to whether these places were suitable as tourist resorts.

The present situation is that it is merely a question of changing the provisions of the Act to provide instead of a radius a

distance by either road or sea—obviously the sea part of it being intended to take in the reference to the present hotel at Rottnest Island. I have a certain amount of sympathy with the honourable member in respect of the problems at Mundaring Weir, because obviously the attractions there are largely as a result of the construction of the very substantial weir which supplies the Eastern Goldfields and other rural areas, together with the natural beauties of the surrounding scenery which could be claimed to provide an attraction for tourists.

It is quite obvious to everybody that a great number of people who do go there for the purpose of viewing these works and this scenery, go there at the week end. I daresay the same arguments could be applied to Rottnest Island, because obviously the development being conducted there by the Rottnest Island Board is quite likely, in fact almost certain, to result in better support by the travelling public, and those who are holiday-minded, than has been the case in the past.

So perhaps it could be said that in regard to those two places there is some justification for further consideration being given to the existing provisions of the Licensing Act. I feel that the other places mentioned by the honourable member hardly come within that category. It is true, of course, that the Bill does not in this instance make express reference to any places; it merely deals with the question of altering the radial distance to one by road or sea, that being obviously designed to take in the two places to which I have specifically referred; and more or less incidentally, because of the road distance, to take in the other three or four to which reference was made by the honourable member.

I would like to make it clear that in regard to this Bill, as well as other amendments which have been introduced from time to time to alter the provisions of the Licensing Act, the Government adheres to the past custom that every member of the House—that excludes no member wherever he may be sitting—should be able to vote on the measure as he wishes without party affiliations or along party lines. So far as this measure is concerned, the Government considers that should be the position.

Speaking for the Government, I say that the Bill is not viewed with any enthusiasm. It is the opinion of the Government that the present situation is reasonably satisfactory. I have expressed my sympathy with one place in particular in the light of the remarks I made concerning it; I again refer to the Mundaring Weir Hotel. The view of the Government is that the Licensing Act in its present shape is satisfactory.

As is well known, when a substantial amendment was introduced to the Licensing Act a year or more ago, it was proposed in the Bill that the morning session

—as it is now known—between 12 noon and 1 p.m. on Sundays, which is applicable to places outside the present radius, should be deleted from the measure, it being the view of the Government at that time that all that was reasonably requested, in the light of the circumstances and experience, was to maintain the so-called session between 5 and 6 p.m. It was proposed in that Bill to extend the evening session to 1½ hours rather than retain the one hour period, as it was in the Act. Parliament on a vote of the type I have already explained did not see fit to accept that amendment; and the provision remained as it was.

There are two periods of trading on Sundays within the area covered by the Licensing Act, during which the sale of liquor may be conducted; namely, from 12 noon to 1 p.m., and from 5 p.m. to 6 p.m. No change was made in either of these periods when the Bill was discussed over a year ago. Having introduced that measure over a year ago with the idea of reducing rather than increasing the incidence of this lawful opportunity for the disposal of liquor on Sundays, it is hardly likely to be the opinion of the Government or Cabinet that any extension should be granted in regard to places where these sessions are likely to come into operation, as the Bill before the House proposes.

The Government thinks there is no necessity for this measure, except that it believes there is a desire on the part of at least one or two of these places to have the benefit of provisions in the Licensing Act which they do not possess at present. It is undoubtedly true and nobody can deny it: the marking of any limits always raises anomalies. It has raised anomalies in this case.

The situation of one or two licensed premises which are just outside the limit of the radius has, to some extent, become somewhat unfavourably regarded. That of itself does not afford an argument as to why the radius should be narrowed down, so as to bring other places into the same category. I use the words "narrowed down" because that is what will happen if the Bill is passed. I do not want to elaborate on this subject. It is a matter for the House to decide on the basis I have referred to. I have expressed the views which the Government desires me to express and I let the matter rest at that.

MR. NULSEN (Eyre) [12.6 p.m.]: I have listened with interest to the remarks of the Attorney-General, but I do not agree with them. I intend to support the Bill. Originally the 20-mile radius was not intended as a direct radius; according to the late Sir James Mitchell, when I approached him in regard to the Mundaring Weir Hotel, he said it was intended to be the distance by the nearest road or route. I think there was some misunderstanding at

that time. The fairest way would be to regard the distance measured by the nearest route; that is, by road or sea, or by road and sea.

Adopting the distance measured by the nearest route would bring in quite a number of hotels which are now just outside the prescribed radius. They are the Mundaring Weir Hotel, the Naval Base Hotel, the Rottne Hotel, and probably others. I do not want to be a dog in the manger in regard to Sunday trading. Because I live in a district which is not covered by the 20-mile radius restriction I am not affected by the restriction, and I contend that people living within the 20-mile radius should also have the same facility as I have.

Mr. Crommelin: Would you agree to all hotels being open on Sundays?

Mr. NULSEN: I would. I know that a number of hotels in the city do not want the extension of the trading hours because it would not pay them to trade on Sundays, but the suburban hotels would benefit. Why should we differentiate between hotels in this respect?

I cannot see any harm being done by enabling the people to obtain a drink on Sundays in hotels. People can drink at home on Sundays, and club members can consume liquor at the clubs on Sundays, but the hotels within the 20-mile radius are restricted. In effect, the present legislation is restricting people, who are not club members, living in the 20-mile radius. The people living in Cottesloe and Claremont do not have this facility on Sundays, but the people in Esperance, Norseman, or Kalgoorlie have it. That is a great anomaly.

I do not want to be a dog in the manger, and I advocate the extension of trading hours, making it optional for hotels to open on Sundays. In my view, if a hotel desires to open on any day, no matter where it is, it should have the right to do so. It should not be bound by law. That is, on Sunday.

The passage of this Bill will help the tourist trade. In particular, the Mundaring Weir Hotel and the Rottne Hotel will attract tourists. Not very long ago a judicial conference was held in Western Australia. I was invited to go along with the members to Rottne Island. The Rottne Hotel is within the 20-mile radius, and we would be breaking the law by drinking on Sundays in that hotel. However, the judges themselves desired a drink. I do not want to say anything more about that outing. One can quite imagine what would happen even with the highest judiciary, not only of Australia, but of other parts of the world.

We might have some sympathy in regard to the hotel at Mundaring, but sympathy will not get us anywhere. There is nothing real about sympathy. What

we want is reality. I strongly support this Bill, just as I have always supported any measure which would remove a differentiation from the law if it is a law which affects the whole of the people of the State. If a person does not desire to drink on Sunday he need not do so. If a hotel does not want to open on Sunday it need not do so, as the provision could be optional.

I cannot see any real substance in debarring people in the metropolitan area or in the city from having a drink at a hotel if they so desire on Sundays. If those people belonged to a club they could have a drink; but it is not possible for everyone to be a member of the club; some people cannot afford it, and others perhaps could not get in. However, despite this, we have a differentiation between clubs and hotels with regard to Sunday drinking.

From the tourist point of view, those people would be in a bad way if they depended upon clubs for accommodation and other amenities. I am not speaking in a derogatory manner of the clubs—I belong to a club and can drink on Sundays if I want to—but the clubs are just for pleasure. A tourist would be able to obtain three or four days' accommodation at only a few clubs in Australia. I strongly support this Bill as I do not see why the privilege of obtaining a drink on Sunday should not be extended outside the 20-mile radius. The people should not be debarred from getting a drink inside the 20-mile radius on a Sunday while this service is provided for those who are members of a club.

I am not looking at this matter from a religious point of view or an electoral point of view, because I do not think it makes much difference. There seems to be a traditional prejudice when it comes to drinking for two hours on Sunday. Any person can go to Rockingham or Naval Base on Sunday and obtain a drink. If this Bill becomes law some of the congestion at those places will be eased. I must admit that one obtains good service at the Rockingham Hotel, although it is very congested.

I have been down to Rockingham on a Sunday and have had two or three schooners at the hotel. I do not see any reason why we should differentiate in any way at all. In looking at this matter we have to be just and impartial. If I can go to my club on a Sunday and have a drink there is no reason why my friend, Mr. Tonkin, should not be able to go to a hotel—if he does not belong to a club—to obtain a drink if he so desires.

Mr. Bickerton: He probably does belong to a club.

Mr. NULSEN: He does not drink very much, so it would not matter to him whether he was supplied with lemonade or

beer. However, it makes a difference to some of us. I enjoy a drink of ale at times; and if I did not belong to a club I do not see any reason why I should be debarred from having a drink on Sunday. I think the present hours for drinking on Sunday are between 12 noon and 1 p.m. and 5 p.m. and 6 p.m. I do not want to be a dog in the manger in this matter. I have the privilege of obtaining a drink on Sunday, and I do not see any reason why that privilege should not be extended to those people who do not belong to a club.

A hotel provides a more essential service than a club as far as tourists and other people are concerned. Without hotels, the tourists would be in a sad plight. There are huge hotels in the city. I was dissatisfied when we did not get a big hotel at Esperance. There seems to be a differentiation between the city and the country. What I am saying has no connection with this Bill, so I will not proceed any further along those lines. I see you, Mr. Speaker, looking very seriously at me, so I will not continue in that strain. As this is a non-party Bill and everyone can vote in accordance with his conscience, I hope more will vote for the measure than against it.

MR. CRAIG (Toodyay) [12.17 p.m.]: I desire to support this Bill for several reasons; and in doing so I regret I have to go against the recommendation of the Government and, more particularly, against the recommendation of my leader. If this measure is passed, I think it will overcome one anomaly—and there are several. However, I will not refer to those now. One of the hotels that will be affected by this measure if it is passed is the Parkerville Hotel. That hotel is in my electorate, and I know that the feeling of the residents there is that they would desire to have trading on Sunday similar to that at hotels just a bit further distant from them.

Unfortunately, the Parkerville Hotel is just a very short distance inside the 20-mile radius. To reach it by road involves a journey of roughly 21 miles; and it is situated approximately one and a half miles off the Great Eastern Highway in a rather secluded area. It serves a very orderly community. That hotel is very well cared for and is well run. It is under a new licensee; and if it were allowed to trade on a Sunday, I cannot envisage any influx or hordes of metropolitan visitors on that day for the purpose of partaking of a drink in a public house.

Some of the hotels referred to by the member for Eyre seem to be concerned with selling the greatest quantity of beer to the greatest number of people in the shortest possible time; whereas the Parkerville Hotel and the Mundaring Hotel—which I also know—are more concerned with the needs of the residents. Parkerville adjoins National Park; and looking at this matter from the tourist angle—I think that

at times this is over-emphasised—Sunday trading at the hotel there would be a convenience to those who visit the park.

I am sure the hotels at Parkerville and Mundaring would not only supply liquor to the people who desired it; they would cater for tourists as well. The residents of Parkerville have to journey to Sawyers Valley or Mt. Helena if they desire to have a drink in a public place on a Sunday. It is only natural that they would prefer to patronise their local hotel.

The member for Eyre also referred to the position of licensed clubs. There is definitely an anomaly in that regard because clubs can trade for four hours on a Sunday—two hours during the middle of the day, and two hours in the late afternoon; whereas the hotels are licensed to trade for one hour at midday and one hour in the late afternoon. Therefore, those who desire to drink in a public place—and I refer to a club as a public place—have to become financial members of a club. Unfortunately for Parkerville there is no club in the vicinity. I might say that my reference to clubs is not meant derogatorily. I feel that they provide a service and amenities for residents in all parts of the State.

Any extension of the hours for liquor trading is frowned upon by certain sections of the community the same as they frown upon racing and betting; but these things are always with us, and they are accepted as part of our way of life whether we like it or whether we do not. I, for one, contend that if the hotels were permitted to trade for 24 hours a day, on seven days a week, there would be far less liquor consumed than there is today, and my contention in that regard is supported to a certain extent by the Chairman of the Victorian Licensing Court (Judge Fraser), who recently returned from an overseas fact-finding commission.

He is reported in *The West Australian* of the 9th November as saying that the only solution to Victoria's drinking problem was 10 p.m. closing. That is in line with our own thoughts in this State; and I believe that since the 10 p.m. closing has been enforced here, there has been far less drunkenness. I cannot help but feel that, despite objections, it was a good move. The article to which I referred continues—

He said he had come back from a trip abroad firmly convinced that the more liberal the licensing laws were the less they were abused.

"My experience has shown me that the more restriction—the more undue restriction—in licensing laws, the more there is subterfuge and evasion of the Act."

On the 12th November in the same paper, reference was made to the fact that the United Kingdom drinking laws were relaxed. Amongst other things the article

stated that on week days people will be able to buy drinks for home consumption at any hour.

I mention those two things only because I feel we have to accept the drinking of liquor and not restrict the opportunity of those people who do derive some enjoyment from it. Naturally we are aware of abuses. But that devolves upon the individual himself; and no matter what laws we try to make to protect some individuals, they will find a way of overcoming them. We only have to think back to the prohibition laws in the United States to realise this.

Therefore I cannot see any harm in the Bill. I am sorry that the Government is not over-enthusiastic about it; but I feel there are a lot of members who have the same beliefs as I have, and I support the Bill.

MR. OLDFIELD (Mt. Lawley) [12.25 p.m.]: It is unfortunate that when a Bill to amend the Licensing Act is before the House, a lot of members consider that this is one Act which should not be amended. Consequently, throughout the years anomalies have been created in our drinking laws. The discrimination which exists in various parts of the State is just plain stupid. There is no necessity for it.

I agree with the member for Eyre that if we are prepared to extend liberal drinking hours to certain sections of the State those hours should apply to the whole State. I think, too, there is some argument in the contention that hotels should enjoy the same trading hours as clubs; because, after all, the original intention of the establishment of clubs was not to grant drinking privileges to a certain group.

On the goldfields, hotels enjoy 11 o'clock closing and five hours' trading on Sundays. On Sunday mornings it is permissible to buy bottled liquor, but that is prohibited in other areas. The stupid situation exists where it is possible to buy bottled beer in the morning, but afternoon sale is prohibited.

Recently a Bill was introduced to extend the same privilege to clubs, and now a further Bill has been introduced the purpose of which is to iron out glaring anomalies in the Act. In other words, five hotels, which are only a few hundred yards outside the permitted area, are forced to close.

I have no quarrel with this Bill; but in Committee I intend to move an amendment to try to correct something which should have been corrected in 1951. If I did have a quarrel with the Bill it would be that it does not go far enough. No doubt the sponsor had in mind the difficulty experienced in the past of persuading the House to agree to extend trading hours to the metropolitan area, and adopted the attitude that half a loaf is better than none. Therefore it is only intended to

bring the line of demarcation a little closer to the city, no doubt with the idea that it is a step forward to the time when the city people will enjoy the same privileges as country people in respect of the licensing laws. I therefore support the Bill, with the reservation to which I have referred.

MR. W. A. MANNING (Narrogin) [12.30 p.m.]: This Bill purports to do away with certain anomalies. I think that by taking a different line of demarcation we simply do away with some anomalies and create others. It seems to me a very peculiar method of measurement to use the nearest road routes, because such a method cannot possibly be a permanent one. If, for instance, a new highway were constructed it could quite easily alter the mileage. We would then have a situation where a hotel, then outside the limit, would become inside the limit. And so we find that something else would be necessary, because another anomaly would arise. The hotel would already have a license, which would virtually be taken away from it.

I think that the excuse that this Bill is doing away with anomalies is contrary to the Bill itself. It is interesting to study the reasons why we have these restrictions on liquor. The member for Eyre suggested he would not be unfavourably disposed to extending Sunday trading into the metropolitan area. But his reason for not being definite on this is that some hotels in the city would not want to open. I would like to ask if the deciding factor in these things is to be whether it is going to be a payable proposition to the hotels. If that is to be our standard, I think it is a poor one by which to judge these things. Surely we are not going to make our laws conform to a decision based on whether or not it is profitable to hotels—and that is the very case which the member for Eyre has put before us.

Mr. Nulsen: Why not give them the option?

Mr. W. A. MANNING: If that is the case, let us do everything the hotel-keepers desire, and finish with the situation. I think it is perfectly obvious that the reason for this Bill is to induce more people to drink more liquor at more places. We might just as well state the purpose of it at the start.

Mr. Nulsen: It is optional.

Mr. W. A. MANNING: That is the reason for the Bill: that more people will be able to drink at more places. No other interpretation can be placed on it. If that is our objective—to have liquor anywhere at any time anybody wants it—why do we have the Licensing Act? I cannot, for the life of me, see any purpose in the Licensing Act unless it is to restrict the sale of intoxicating liquor. If that is not the case, let us do away with it. Why have licensed

premises where liquor is to be sold, when we are going to provide that it shall be available at any time anybody wants it? I think we should do away with the Act, and say that anybody can sell liquor at any time anybody wants it.

Mr. Nulsen: Who said that?

Mr. W. A. MANNING: The honourable member must follow through his theory.

Mr. Nulsen: That is your construction.

Mr. W. A. MANNING: Bills, similar to this one, are introduced from time to time to extend the licensing hours; and so it goes on. If we are going to do that, why not get rid of the Act altogether and allow liquor to be sold everywhere?

Mr. Nulsen: That is the case in some parts of the world.

Mr. W. A. MANNING: Then it is a good thing, if we look at it from that point of view. But there must be some reason why we put restrictions on the sale of liquor. It is hard to understand what they can be when we see Bills such as this coming up. It seems to me that we are a very strange sort of community when we allow intoxicating liquor to be sold and we then fine people for becoming drunk, or for drunken driving as a result of drinking liquor. What a strange community we are to permit and encourage the sale of something for which people are gaoled afterwards!

Mr. Nulsen: Would you be in favour of saying to the Narrogin people, "We will not allow you that one hour in the morning and one hour in the afternoon to have a drink"?

Mr. W. A. MANNING: I do not think it would matter to the bigger percentage of the community. I think the drinking session on a Sunday is merely a convenience for the few who cannot keep away from it. One has only to watch the number of persons who go into hotels at the time of the session and compare that number with the population to find that it is only a few people who are interested in drinking during that period. It is just for the convenience of the very few; the majority would not care two hoots if hotels remained closed on Sundays.

I would point out that the member for Darling Range, who introduced this Bill, was battling to justify it. I notice that when mentioning a certain hotel in the hills which would be affected, he pointed out that there was a police station not very far distant—which would be able to cover the situation there. That is certainly evidence of the fact that if liquor is to be sold on Sunday there is need for police protection; otherwise, why did he mention it? If there is need for police protection it means that things are going to happen which did not happen previously. That is his argument. He is telling us that police protection will be needed.

Mr. Oldfield: Would you agree to the total prohibition of the sale of liquor?

Mr. W. A. MANNING: I do not believe in prohibiting things such as this, because I believe it should be a personal decision.

Mr. Oldfield: One should be able to have a drink whenever one feels like it.

Mr. W. A. MANNING: Why have a Licensing Act unless it has a purpose? If there is no purpose, let us do away with it. Why keep on amending something which—according to the arguments we have heard today—is of no value to the community? The argument put up concerning some hotels is that they are a tourist attraction. To me it is rather a doubtful attraction to have licensed premises in our beauty spots. Those interested in drinking on a Sunday are not concerned with the beauties of the area; they are there to drink. That is why they go up to those places; they do not go there as tourists. It has been mentioned that Sunday trading would encourage tourists from other States. I think it is doing an injustice and is a discredit to potential tourists to the State to suggest that they would stay away because they could not get a drink on a Sunday. It is bolstering up a case that has no basis.

It is all very nice to deal with these things in a haphazard manner, but we have to face up to facts. I agree with the member for Mt. Lawley that we do not want to prohibit people unnecessarily. If we cannot induce them to refrain from doing certain things, then it is their business. However, we have to face up to facts.

An article which appeared in the *Daily News* reads as follows:—

Australia's alcoholism problem appeared to be greater than that of most other countries. Dr. Allen Bartholomew, of the Mental Hygiene Authority, said today. He is head of the medical and psychiatric division of the Victorian Penal Department and director of the Alexandra Clinic for Alcoholics, run by the Mental Hygiene Authority. He returned in the weekend from an international congress on criminology at The Hague. More than 500 delegates from nearly all countries, apart from the communist bloc, attended the congress.

Dr. Bartholomew said that he discussed alcoholism with many delegates leading him to believe that Australia had a greater alcoholism problem than most other countries.

He had no figures from France or Italy, but it seemed Australia had a higher percentage of alcoholics than countries such as Britain and America. Alcoholism in Australia was a serious problem both as a disease and as a cause of crime.

We say that alcoholism is a disease which can beset everybody. But we cannot get away from the fact that unless one partakes of alcohol one cannot become an alcoholic. Whatever interpretation one puts on it, alcoholism arises from the effects of alcohol.

Another article, which appeared in *The West Australian* on the 9th August of this year, reads as follows:—

The loss to Australian industry caused by alcoholism was estimated at £40,000,000 a year, Federal Health Minister Dr. Cameron said today.

"But far more important than the financial loss caused is the destruction of individual lives and happiness which no statistics can adequately express," he said.

Numerous individuals have had their capabilities destroyed and their lives ruined—as well as those of their relatives—by the steady consumption of alcohol, he said.

That is the point I want to make; alcohol not only affects the person who consumes it—and if a person wants to drink I do not say that he should be stopped, because he should make up his own mind on that matter—but it also affects his family, his neighbours, and his friends, and frequently affects his work. I repeat: It affects not only the person who is the partaker of alcohol, but also these other people as well. We have to look at this matter from a community point of view.

I have another cutting from the *Daily News* of the 20th October, 1960, and it mentions a reputation of which I do not think we can be proud. The cutting refers to a visit to Australia by three Communist Chinese trade unionists and it states that they admitted in Sydney, prior to their departure, that Australians had beaten them in at least one thing. The cutting reads—

We can't compete against the Australians in drinking beer.

That was their impression of Australia as they departed for their homes.

Dr. Henn: What about cricket?

Mr. W. A. MANNING: That was their impression—what impressed them about Australia: that they could not keep up with the Australians in beer-drinking. Whether that is a good reputation or not I will leave members to judge for themselves.

But these are matters we have to take into account. The sponsor of the Bill says that it is merely to adjust a small anomaly. But as I have pointed out, if we pass this Bill we will simply create other anomalies. If the Bill did some good, it might be all right to agree to it; but I cannot see how it will. What speaker to the debate so far has been able to tell us what good will be accomplished by passing this measure? All we have been told is that if the Bill is passed it will enable the few

hotels that have been mentioned to open on Sundays, thus providing them with extra business.

During his speech the member for Toodyay told us about the nice little hotels in his area; the proprietors of those hotels would not do anything like trying to sell a lot of liquor on Sundays! They would remain nice quiet hotels! If that is so, why do they want to open on Sundays?

Mr. Craig: You don't know. You never go into one.

Mr. W. A. MANNING: I see what goes on; I do not go around with my eyes shut. It is ridiculous to say that these nice quiet little hotels, when they open on Sundays, will not try to sell all the liquor they can. That is the natural tendency. Those hotels would be no different from others if they were licensed to open on Sundays.

Mr. Hawke: The member for Toodyay almost told us that the Parkerville Hotel would refuse to sell beer to visitors.

Mr. W. A. MANNING: Yes; he nearly said that. I was amazed at what he did say. It is of no use trying to tell us that these hotels will remain nice quite little hotels with a quiet atmosphere that the member for Toodyay so much admires. He almost told us that they would not want to sell any more liquor in case the peace of the district was disturbed. But that would definitely be the result in those places if this amendment were agreed to. As members will have judged, I intend to vote against the Bill.

MR. BRAND (Greenough—Premier) [12.43 p.m.]: I simply want to make it quite clear where I stand on this matter. I was a member of the Ministry which first introduced the law to license Sunday drinking in country hotels.

Mr. Hawke: More's the pity.

Mr. BRAND: I am of the opinion, as a result of our experience, that it was not a very wise move. However, it was done because of a practice which had grown up over the years with the mad hour, the rush hour, and all the other hours that applied in almost every country hotel at lunch and dinner times on Sundays. That business was carried on unlawfully; and it was a question of whether we would legalise it or ask the police to continue to shut their eyes.

We can all recall the controversy which raged about another social problem—off-course betting—in this State when, because of the practices which had grown up, the State was faced with licensing book-makers or enforcing the existing law.

I believe we have gone as far as it is possible to go in this matter. There are anomalies, of course, and there will always be anomalies where limitations exist, such as the 25-mile radius, or the boundary of the metropolitan area. All boundaries

create anomalies, because one hotel will be outside the boundary and another hotel will be inside it.

If we agree to this Bill, next session we will have pressure, and rightly so, placed upon us as a result of our decision to open more hotels, until ultimately we reach a stage where we will be forced to include the metropolitan region. I agree with the member for Narrogin: Either we take a stand on this matter now, or we look closely into the matter of whether we should liberalise the liquor laws which apply on Sunday in this State. Our liquor laws are about the most liberal licensing laws in the whole of Australia now, and if we agree to this Bill we will only create further anomalies and problems for ourselves.

A lot has been said about tourism. Here again I agree with the member for Narrogin. At a conference of Ministers for tourist activities in Australia it was said that too much emphasis was placed upon the attraction of tourists through liberal licensing laws. I do not believe liberal licensing laws have an attraction at all for tourists; because any tourist can get a drink today on a Sunday under our existing laws.

As time is going on, and there will soon be a luncheon suspension, I wanted to make my position quite clear, and I urge members to take a stand on this matter because they will be solving nothing, but only making more difficult the problem with which the State is faced through having made a decision of this kind some years ago. I take full responsibility for my part in respect of that matter; and I can only say now, as a result of experience, that I believe we should not go any further. I oppose the measure.

On motion by Mr. I. W. Manning, debate adjourned until a later stage of the sitting.

(Continued on this page.)

Sitting suspended from 12.48 to 2.15 p.m.

BROKEN HILL PROPRIETARY COMPANY'S INTEGRATED STEEL WORKS AGREEMENT BILL

First Reading

On motion by Mr. Court (Minister for Industrial Development), Bill introduced, and read a first time.

LICENSING ACT AMENDMENT BILL (No. 3)

Second Reading

Debate resumed from an earlier stage of the sitting.

MR. O'NEIL (Canning) [2.19 p.m.]: I, for one, am pleased that this legislation has been introduced into this House, not because of the contents, but because, quite

candidly, I agree with the Premier that none of the amendments in the Bill will remove the anomalies that exist now; namely, that people in certain parts of the State are granted the privilege of being able to avail themselves of the services of licensed premises to obtain liquor, whilst such privilege is denied people in other parts of the State.

Nevertheless, the Bill, which seeks to amend a section of the Act which sets down the distance outside which it is possible to obtain a drink on Sundays, will enable a further amendment to be made, and the member for Mt. Lawley has indicated that he will move one in Committee to remove completely the anomaly that now exists. In other words, he intends to move an amendment that will seek to extend to the people in the metropolitan area the facilities, which now exist for country people, to drink on Sundays.

I consider we have to analyse the greatest objections to what I would term the "great Westralian swill" on Sundays in such places as Sawyers Valley and Rockingham. The principal objection is based mainly on religious and moral grounds, but I do not intend to discuss them on this occasion. The second objection, I think, is the dangerous situation that is created by the large number of vehicles travelling from Rockingham and Sawyers Valley towards the city after the Sunday session at those places. If we extended the privilege of being able to obtain liquor on Sundays to metropolitan hotels, we would eliminate a great deal of the traffic congestion which occurs on our country roads on Sundays.

The member for Narrogin did say that the Bill, as presented, would enable more people to drink more liquor in more places, but I do not agree with him. I think it will enable the same number of people to drink as much as they do now in more places and so reduce the congestion at those places which are just outside the 20-mile radius limit from Perth. The Bill does not go far enough. It will not remove the anomaly that one cannot obtain a drink in licensed premises in the metropolitan area on Sundays.

However, if we agree to pass the Bill through the second reading stage, in Committee we could bring pressure to bear to remove the existing anomaly. It is therefore my intention to support the second reading of the Bill so that, in Committee, we will be enabled to support an amendment which will provide for all licensed premises in the State to open on Sundays if they so desire.

If the amendment foreshadowed by the member for Mt. Lawley is not carried, I will have to give serious consideration to voting for the third reading of the Bill. In my opinion, an anomaly exists at the moment, and the only way to remove it is to wipe out completely the distance limit within which a person can obtain a drink

at licensed premises on Sundays; and the amendments contained in this Bill do not do what I feel should be done. I indicate now that I will support the Bill at the second reading; and, provided the amendment foreshadowed by the member for Mt. Lawley is carried in Committee, I will support the Bill in its entirety.

MR. BICKERTON (Pilbara) [2.24 p.m.]: I desire to support the measure mainly because, while it does not really overcome the problem as it exists in the liquor trade at present, I do think it is a step towards obtaining sensible liquor trading hours in this State. We all know that in the north-west, for the reason that there are no clubs—or very few—we do have quite generous hours during week days; and, of course, the four-hour trading on Sunday—two hours in the morning, and two hours in the afternoon in most places.

I therefore find it difficult to deny the people closer to Perth privileges that are enjoyed in the electorate I represent; even though the privileges—and we might call them privileges—they would obtain from this would not go as far as those we have in the north. Matters concerning liquor seem to cause a considerable amount of stir whenever they are brought before Parliament; and I have no doubt that one of these days we will have the Licensing Act at the stage where the hours of trading are not so restricted; and may overcome all the anomalies that exist at the present time.

I am one who believes that sane drinking is possible. I know there are sections of the community who believe—and possibly for very good reasons—that the more facilities that are made available for people to drink the more people we will have getting drunk. I do not subscribe to that line of thought. Denying people facilities to drink has often caused much drunkenness. To my way of thinking—as has been said by other members—the Bill does not go far enough.

I am afraid we will still have that exodus on Sundays to a given point; and then, what is more important, the return journey after a good steady hour of what might be called a swill would hardly lend itself to safer conditions on the road. It might be considered by some people to contribute to road accidents. Anyway, it is a step closer to what I believe should be the case; namely, more liberalised trading hours on Sunday throughout the whole of the metropolitan area.

Much opposition to our liquor laws, or any extension of them, comes from people who are afraid, and possibly for good reason, of what might be the consequences if they give way on any one point in connection with them. It always surprises me how many traditions this country seems to have taken from the Motherland, as it is called. In a climate such as ours, we

have a hot Christmas dinner, and everything else that is most unsuitable; and yet, because they are traditionally English, we put up with them. But, for some reason, the liquor laws that apply there never seem to come out.

It may be that in the earlier days, this being a frontier country, liquor was difficult to control and led to much strife—indeed, at one time it was used as currency—and these circumstances, I suppose, created the basis of our liquor laws as they exist today. Ever since, it has been a fight between two factions: one that believes that the restrictions should not exist; and one that believes they should.

It is something that no doubt someone—even if we here can get away from the responsibility—at some time or another will have to face up to. If people desire to have a drink and they can hold that liquor, what is the objection to permitting them to have a drink? If they cannot hold the liquor, then no doubt there is some Act under which they can be punished. It seems to me that the Licensing Act will have to be amended so that it caters for those people who can have a drink and enjoy themselves, and not be restricted to save those who cannot do just that.

Mr. Nalder: Does that not apply to a degree now?

Mr. BICKERTON: I do not say it does not apply to a degree; it is a matter of what the degree is.

Mr. Nalder: You can purchase as much as you like and consume it on your own premises.

Mr. BICKERTON: There is no doubt about that; but I do not see why we should be restricted in regard to having a drink in a hotel on Sunday; I cannot see any reason for such a restriction any more than I can see a reason for a restriction being placed on people going into a milk bar and having a glass of milk. I do not think that because it is alcoholic liquor it should be restricted to the extent it is.

Mr. Cornell: A lot of people do more harm on a glass of milk than they do on a glass of beer.

Mr. BICKERTON: That could be so; and looking at the member for Mt. Marshall, I would say he has drunk a lot of milk in his time. I support the measure, with the hope that it may be amended in Committee to extend the privilege to more than just the hotels mentioned.

MR. LEWIS (Moore) [2.30 p.m.]: I oppose this Bill. I find from a little research that it is almost nine years ago today since the then Attorney-General introduced an amending Bill in an endeavour to correct what was, at that time, considered to be a very unsatisfactory state of affairs in that the law of this State did not permit hotels to open

on Sundays; but it was a law that was unfortunately honoured more in the breach than in the observance. Because it was so honoured in the breach, an attempt was made to legalise the position by setting out certain restricted hours during which certain hotels could sell liquor.

I am inclined to agree with the Premier when he remarked this morning that he felt the present trading hours were not entirely satisfactory. It is my view that that is so. I think it was a very retrograde step for the Parliament of that day to have carried an amending Bill to enable the consumption and purchase of liquor during those hours on Sundays. I feel that with the illegal position as it was then, many people would have refrained from breaking the law rather than have indulged in the consumption of liquor illegally.

Today, of course, the position is legalised. We now find that on a Sunday too many of our young people drink more during these restricted hours than at any other time in the week. Our young people attend sporting functions; and whereas at one time stumps were drawn at 6 p.m., it is now the accepted thing that stumps will be drawn at 5 p.m. so that arrangements can be made for everyone to attend the local hotel during what we now know as the "mad hour"—an appellation which is apt indeed. It is definitely a very mad hour. A couple of years ago I happened to be in the Rockingham Hotel at midday on a Sunday.

Mr. Moir: Could you get inside?

Mr. LEWIS: I was able to get just inside the door. It was impossible to get right in since we were latecomers. There was standing room only; and we saw the spectacle of the barman carrying around a tray of drinks. It was a matter of taking a drink off the tray and putting your money on it. There was no choice of drinks—it was the drink on the tray or nothing. It seemed to me very much like several hundred thirsty sheep being allowed into a trough in the middle of a very hot day. If anyone could call that sane drinking, then I do not understand the meaning of the term.

Mr. Bickerton: Don't you think this measure will help?

Mr. LEWIS: It was said by the member for Darling Range when introducing this Bill—I regret that on this occasion I cannot support him—that this measure was necessary in order to attract tourists here. So far as I understand the position no hotel drinking is allowed in the Eastern States on a Sunday; but I have yet to find that the number of tourists has in any way fallen because of that fact.

Mr. Evans: You are mistaken there.

Mr. LEWIS: I could be. As I said, I understand that to be the position; and as one who very seldom goes into a hotel

on a Sunday or any other time I could be corrected. I think that argument breaks down if we carry it to its logical conclusion. We must argue that hotels near our sea-side resorts—such as Cottesloe, Scarborough, or other places—should be open on a Sunday also, to attract tourists. I venture to suggest that more people, particularly in the summer time, will be attending our beaches than will be looking at Mundaring Weir.

I have nothing against Mundaring Weir as a tourist resort, and I put this suggestion seriously: that that place now has its tourist attraction. People go to see it because there are no hotels open on a Sunday. I think many of our tourist resorts have an added attraction because liquor is not readily obtainable there; and I can well visualise some of the places which are now popular becoming less so to many people if the hotels are allowed to open on a Sunday.

I quite agree this is a Gilbertian situation in that hotels within a radius of 20 miles are not allowed to open, whereas those hotels out of that radius are allowed to open. I agree that is a farcical situation. In his remarks the Attorney-General said the Government considered the present position reasonably satisfactory. To my mind, that remark implies quite a reservation. I think the present position is unsatisfactory; and if we carry this Bill it will be even more so.

Something was said by the member for Canning about traffic. I think he maintained that if this Bill were carried it would simply mean that the same number of people would be drinking at more places, and therefore there would be less congestion. I cannot agree with that. It seems to me to be very obvious that if we open hotels at the five places mentioned—Parkerville, Naval Base, Rottnest, Mundaring, and Mundaring Weir—there must be quite a number of local people who would take advantage of drinking at these places, and who otherwise would not travel.

The mere fact of extending the privilege to the population of those townsites must attract some people who are now, perhaps, not interested in travelling the greater distance which is necessary to obtain a drink. However, if this measure were passed they would travel the lesser distance; they would be encouraged to go the lesser distance. So, in the main, we would have more people drinking at more places. We would not lessen the congestion on the roads in any degree if all those vehicles that now travel to places beyond 20 miles of Perth went to the places closer to Perth in the future. Many vehicles which do not travel at all at the moment will be on the road if this Bill is passed; and that further weakens the argument.

The sponsor of the Bill argued that some recompense should be given to hotelkeepers. That should not influence us whatsoever.

We must consider first and foremost the welfare of the people in Western Australia, particularly our younger people. If, in the main, our people did not drink until they were at least 25 years of age, I am sure there would be much less liquor consumed than there is today. For those few brief reasons I have to oppose the Bill.

MR. J. HEGNEY (Middle Swan) [2.39 p.m.]: I propose to oppose this Bill because I think that its passage would be a retrograde step from the point of view of the people generally. I think we would be putting the clock back if we passed it. There is no question that this measure will have a bad effect on the people generally. The Bill has been brought here to extend the privilege to a few hotels; and by an amendment before us, it is proposed to extend that privilege to the metropolitan area. If that came about we would certainly put back the clock from the social angle.

We all know what over-indulgence in alcoholic liquor has done for the community in a hundred and one ways. We can see this if we look at mental hospitals and ordinary hospitals. The results are very serious indeed. If these facilities are provided the position will be greatly accentuated. All my life I have been a worker; and I have had the honour of representing the workers in Parliament for a good many years. Mr. H. E. Booth, Editor of *The Australian Worker* in Sydney, said, in the course of an article—I am speaking here of the workers—"If there were less drinking, there would be more thinking; and it would be to their advantage."

However, if we provide these facilities on a Sunday, when workers have a respite from their toil, I think our actions will have repercussions on their families. We have no women members in this House. I think it would be a good thing if we had. The task of raising children to become decent future citizens of this State rests on the mothers; and I am certain that if a referendum of the women were taken, this amendment would not be countenanced.

I am of the opinion that it is a retrograde step. There is, in this country, a restriction on hours when shops are open for the sale of commodities vital to the community. If we wanted to purchase 1 lb. of steak on a Sunday, we would not be able to obtain it from a butcher's shop; and that commodity is more vital than liquor.

Mr. Brady: And we won't be able to buy steak on a Saturday soon.

Mr. J. HEGNEY: When I was a boy, shops used to be open at 5.30 in the morning. However, there has since been a sensible intervention by the State in regulating the hours when shops may sell essential commodities. If a housewife has

not bought her essential items in the hours prescribed, she has to do without them.

It cannot be argued here that drink is vital to the community, or for the well-being of men. There are many men living in arid areas and under tropical conditions who do not find it necessary to drink liquor. Liquor sold nowadays is very strong. I think it would be a step in the right direction if we attacked the problem from the point of view of reducing the content of alcoholic liquor.

I cannot see that this measure will be of advantage to the State or to tourists. The word "tourists" has been used a good deal during the debate. Tourists go to Mundaring Weir to enjoy the scenery and surroundings, and not to obtain a drink in a hotel. It may be unfortunate for the licensee of the Mundaring Hotel that he is inside the mileage limit at the present time. I often visit the weir on a Sunday afternoon and I have taken visitors from the Eastern States there; but I have not found that they have wanted to buy a drink. I am certain that most of the solid type of tourists who come to this State do not come here for the purpose of drinking alcohol; they come to see—to use the words of the Premier—what we have to offer, and to look at what nature has endowed this State with.

We should look at the problem from the point of view of families generally, and the number of broken homes brought about by over-indulgence in alcohol. I do not think Parliament should spend too much time on liberalising the hours during which people can drink. This over-indulgence is having a deplorable effect on many of our citizens. Our children are being affected. We are engaged in building projects to house children whose parents have failed to accept their responsibilities; and often it has begun from over-indulgence in alcohol.

Hotels are open from 10 a.m. to 10 p.m. six days a week. They are providing entertainment, and that is affecting the cinemas and other types of entertainment. I do not think that is all to the good. I am confident that most people in my electorate support my attitude on the matter. I therefore oppose the Bill and will also oppose the amendment.

MR. I. W. MANNING (Harvey) [2.45 p.m.]: I desire to offer my opposition to this measure. Its introduction at this stage is both hasty and ill-advised. In the past, most of the major amendments to the Act have been made after very careful consideration. The most recent was made after a committee had inquired into the matter and reported back to the House, in June, 1958.

I think most of the major changes which have been made in the Act were brought about by way of compromise between two sections of opinion. That is a very good

approach to a question such as this. On this subject we will always get radical and strong views from either side; and very often we can achieve something satisfactory by way of compromise. But this measure is being brought in by one member for a parochial purpose; namely, the opening of a few particular hotels. It is a very hasty and ill-thought-out measure.

I caution the House that amendments to the Licensing Act should receive a good deal of thought and consideration. As I have already pointed out, we will find, on this question, a great number of people supporting one view, and we might possibly find an even greater number who are very much opposed to it. Therefore, in trying to do something to assist one section, we might be doing something which is contrary to the view of a great number of people. We should not wish this measure on to such people without careful thought and consideration.

The committee, which was set up to inquire into the question of which hotels could open on a Sunday, found this a difficult question. The committee's report has this to say—

As regards the metropolitan area—meaning the area within the 20 mile radius—your Committee recommends that no alteration be made to the existing law. In making this recommendation it is realised that certain anomalies will continue to exist, but it is difficult to devise any satisfactory means of eliminating these and in any event it is felt that they are not of real consequence. The Committee is satisfied that the public generally are not greatly concerned about obtaining any alteration of the present law nor are they inconvenienced by having the metropolitan hotels closed on Sundays. Their attitude on this matter is radically different from that of the people on the Goldfields and to a lesser degree those in the country areas.

The explanation of this attitude might be due in some degree at any rate to the fact that there is still a considerable difference in living conditions generally as between the city and country areas of the State. It also has to be remembered that certain sections of the community are irrevocably opposed to any such extension of Sunday trading.

That clearly sets out the views of many people on this subject, and it indicates that any changes of the nature proposed in the Bill should have a great deal of consideration and thought given to them before any move is made.

I advise the House not to pass a measure of this nature which has been introduced on a parochial basis to satisfy one or two hotels. I agree with the member for Middle Swan that a lot of legislation today

is designed to close trading concerns at certain hours, and that legislation governs the hours and conditions of those establishments. If we amend the Licensing Act in a piecemeal way, such as this Bill will do, we will run into difficulties, as we have done in the past; because when major changes have been considered they have been hampered by piecemeal alterations which have been made to the Act previously. I oppose the measure.

MR. TOMS (Maylands) [2.52 p.m.]: I do not propose to cast a silent vote on this measure, but I rise to oppose it; and I also wish to indicate opposition to the amendment which has been foreshadowed. I cannot help but feel that Parliament is a place which for a long time has been used as a stage by the liquor and other big interests. I believe that this Bill is before us now mainly because of pressure from those interests.

I wonder whether the parties interested in presenting this Bill to Parliament took the time to go around to the various localities in which it is proposed to open these hotels on Sundays to obtain the views of the local people. I venture to say that in many of the districts affected by this Bill we would find a majority of the people opposed to opening the hotels on Sundays. In my view it is those people we have to consider.

It has been claimed that if these hotels, which are nearer to Perth, are allowed to open it will spread the drinking and make it easier for people to obtain a drink. If a person is keen to have a drink on Sundays—and apparently there are some of that type who are prepared to travel 20 to 30 miles on a Sunday to get a drink—I believe he will travel to the nearest hotel, and we will only change the swirl from Rockingham and Sawyer's Valley to Naval Base, Mundaring, and Parkerville. People will not travel any further than they are forced to do if they want a drink.

There is much talk about sane drinking. I am beginning to wonder whether we have not lost sight of the meaning of sane drinking when we cater for people who want to drink on Sundays. I think many people throughout the State would be quite happy if Parliament closed the hotels altogether on Sundays; because the person who wants to have a drink on Sundays can surely take home a few bottles and put them in the refrigerator for Sunday. Are we going to cater for the type of person about whom the member for Victoria Park spoke on one occasion? He mentioned the chap who said that if he took his liquor home on Saturday night to carry him over Sunday he would finish up drinking it on the Saturday night and would have none left by Sunday.

Is that the type of person we want to cater for in this Parliament; or should we consider the majority of the public?

I believe we are here to look after the interests of the majority; and they would be against any extension of Sunday trading. We must also cater for those who are interested in their religious devotions on Sundays. They are just as entitled to our consideration as anyone else; and if they are going to church on Sundays they do not want to have to pass hotels which are open and hear the sort of language which emanates from those places.

I believe the vast majority of people would be more pleased if we as a Parliament pressed for the closing of hotels on Sundays right throughout the State. The previous Liberal-Country Party Government, in legalising Sunday drinking, did a grave injustice to the State. I know it can be said that we cannot shut our eyes to illegalities; nevertheless, to legalise something which should not be legalised does not make it right.

As a member of the licensing committee which travelled right throughout the country districts I spoke to many hotel-keepers and those who had the best houses—that is those who were catering for the travelling public, and who had a good table—said that they would be quite happy for their hotels to be closed on Sundays because it would give them an opportunity to have a holiday, the same as everybody else.

I do not believe that we as a Parliament should make the circle any smaller and bring our problems nearer to the metropolitan area—and there is no doubt that it is a problem. As members of Parliament it is our duty to consider what would be a majority decision. I believe that if we weigh up all the pros and cons of the matter we will find that the majority of the people are opposed to opening any hotels on Sundays. Therefore I oppose the measure which will have the effect of increasing the number of hotels which can open on a Sunday.

MR. FLETCHER (Fremantle) [2.58 p.m.]: I want to say a few words on this Bill, even at the risk of appearing inconsistent, in that I supported the alteration of trading hours from 9 a.m. to 9 p.m. to 10 a.m. to 10 p.m. This alteration to the law did not extend the trading hours but only altered the opening and closing hours of hotels. While I supported that, I oppose this Bill, principally on the grounds that the amount of traffic is increasing on our roads, and these days more and more motorists are speeding.

Anyone who lives in the Fremantle area adjacent to the highway to Rockingham, at which town liquor is available on Sundays, knows how many cars travel along that road. Every Sunday the cars along that road are almost bumper to bumper, both going to and coming from Rockingham. I have been returning from that locality and I have seen cars approaching Rockingham. Obviously the drivers

were going down there for a drink; and whenever it is near the time for the end of the session they hasten to get there as soon as possible to get a drink. The result is that they speed along in their cars, with the greater prospect of accidents occurring.

Mr. Ross Hutchinson: The defeat of this Bill will not alter that, of course.

Mr. FLETCHER: No; but if extra facilities are made available in the hills area a potential danger will exist in the east as well as in the south from traffic returning from that area.

Mr. Rowberry: Can you quote figures?

Mr. FLETCHER: I do not wish to quote figures; but I know that many traffic accidents are caused through liquor. Unfortunately, too many accidents are attributable to drinking. Admittedly, some people can drink more than others and still drive carefully. But there are those people who cannot.

Mr. Curran: How can they speed if they are bumper to bumper?

Mr. FLETCHER: I have seen cars which have been bumper to bumper pulling out and making a second lane of traffic, and having done so attempting to return to the original line of traffic. I think we all know that one who opposes drink is generally called a wowser. I do not come within that category, but in my opinion drink is too readily available to young people at the moment. I shall quote an instance to confirm that opinion. Recently I was at a football wind-up. It does not matter in which locality it was held; suffice it to say it was not held in my electorate. But at that wind-up there were some youths who were no more than 16 years of age. Glasses were distributed among those young people; and, later, the older members came around with jugs of beer and filled those glasses. I do admit there were soft drinks available for those who wanted them. But some of these young fellows would have later been quite incapable of driving a car.

Mr. Rowberry: You said they were all 16 years of age.

Mr. FLETCHER: I did not say they were all 16 years of age. Those of them who did not possess a driver's license could quite easily have walked out; and, as a result of the drink and the false sense of importance which it gave them, they could have got into cars which were standing around and driven away. But their judgment and their driving would not have been good after they had consumed the amount of liquor they did; it would have impaired their faculties to that extent.

I have previously mentioned the impatience that exists among motorists who happen to be driving along in a queue.

Those who have had a few drinks, whether they have had them in Rockingham, in the hills, or anywhere else, have their sense of impatience increased as a result of the liquor they have consumed; and, of course, there is a consequent increase in the possibility of an accident taking place. Quite frequently we have seen in the Press that the greatest contributing factor to accidents is the impatience of drivers; and I would say that liquor makes many people impatient.

Another point is that when people visit these remote places to drink, they consume as much as they can and then hurry home possibly with a view to going out in the evening. We all know that liquor consumed in a hurry tends to intoxicate one more quickly than if it is taken gradually. I believe an amendment is mooted to the effect that all hotels should be open in the metropolitan area in order that liquor might be made more readily available to people, thus preventing the necessity of their having to go to the hills, or to Rockingham, to obtain that liquor.

I do not agree with that point of view. People will continue to visit the remote areas to have their drinks, because of the drive; and having gone there and consumed all the liquor they want they will speed back to the metropolitan area in the event of their desiring to go out in the evening. This of course would increase the possibility of accidents taking place. In short and in conclusion, I maintain that the incidence of accidents will be in direct proportion to the availability of liquor. I oppose the Bill for the reasons I have set out.

MR. OWEN (Darling Range—in reply) [3.4 p.m.]: I would like to thank members for the consideration and thought they have given to this Bill, and also for the ideas they have expressed during the debate. We all know that liquor is a subject that provokes considerable argument. Each one of us has his own view and each one of us respects the view of the other. It is not my intention to reply to all the arguments put forward in opposition to the Bill; but there are one or two to which I should reply, because I think they are a little off the beam.

The Deputy Premier, I take it representing Government thought—although he said the Bill was a non-party measure—spoke of the radius. There again it is a matter of opinion as to whether the radius should be a direct one or by the nearest route, which this Bill seeks to provide. One could easily overcome that by saying, "Instead of a radius of 20 miles of the Town Hall make it a radius of 20 miles from, say, Parliament House." That would of course place the hills hotels concerned out of the radius.

So it is only a matter of from where the radius is taken to overcome some of the anomalies that exist. When introducing the Bill I mentioned that in my opinion it did overcome some anomalies without creating others.

Mr. W. Hegney: It creates a lot more.

Mr. OWEN: The member for Eyre said he would favour a move to open all hotels. That idea has quite a lot to commend it. On the other hand I think we might foster more problems by doing that. It is possible that we would be faced with industrial troubles which may loom up as was the case with the suggestion that hotels be opened for part of Anzac Day. There undoubtedly would be staff problems if it were made general. Unless it were made optional I do not think it would be at all satisfactory. I think it would introduce more trouble than it would overcome. The member for Narrogin got off the track quite a lot and mentioned the evils of drink. He also quoted certain articles from newspapers and magazines.

Mr. Toms: You do not agree with them?

Mr. OWEN: Those articles are only the opinion of the people writing them. I guarantee that if members cared to search through newspaper and magazine articles they could prove anything they wanted to. Only a few days ago I could have produced an article, written by a doctor, which said that drink in small quantities aided motorists; it pepped them up sufficiently to help their driving skill.

Mr. Hawke: I wonder how many brewery shares he holds.

Mr. W. Hegney: He was talking about the night-time.

Mr. OWEN: I believe he was. He said it dilated the pupils of the eyes and aided night-sight. Again that is only an opinion, and whoever wrote it possibly had some argument to back it up. I am not particularly concerned with the argument put forward by the member for Narrogin in that connection; but I do want to correct him, and inform the House that when I mentioned the three hotels in the hills area which would be affected if this Bill became law I referred to a police station, but I did not mean it was there because trouble was anticipated; because the hotel, I repeat, is within the radius of that police station. We depend on the Police Force to see that conditions as they relate to hours are properly carried out. It is their job to see that people are conforming to the law in all respects.

We need the police to ensure that the laws are obeyed. When I mentioned the police station at Mundaring I wanted to show that the police were available at that centre to ensure that the provisions relating to liquor are observed. I mentioned

the police station there to show that one of the hotels which is affected by the Bill has police supervision.

Mr. W. Hegney: Why did you not include the Kalamunda Hotel?

Mr. OWEN: In introducing the Bill I said that we have come to look upon the 20-mile radius as a suitable distance. The purpose of the Bill is to overcome anomalies created by the 20-mile limit, and to bring in hotels which are so situated that they are actually over 20 miles distant by road. It has been suggested by the committee which investigated the liquor position that that aspect should be watched, and serious consideration given to it.

I cross swords with the Premier on this matter, particularly in relation to tourism. When the Bill on tourism was under discussion in this House he urged that everything should be done to develop tourist facilities in this State. If this State relies entirely on the Tourist Development Authority to provide and establish all the facilities in respect of tourism, it will be building up another State enterprise. We should encourage private enterprise to develop tourism. This Bill will enable something to be done by private enterprise in that respect.

I have referred to the plan before me. It is a plan of proposed development of the surroundings of a hotel which is affected by the Bill. The licensee is prepared to carry out the improvements. This plan was forwarded to the tourist department for approval; it received the blessing of the department and also the local authority concerned. Private enterprise is willing to help in establishing these tourist facilities.

The approach to and the surroundings at this parking place to which tourists are taken has some objectionable features. The proposals in the plan will overcome them. In introducing the Bill I said business concerns which are prepared to establish such facilities should receive some recompense. The licensee who is prepared to develop the surroundings of the hotel in question should be entitled to some recompense for so doing. He is willing to play his part in no uncertain manner in developing tourism. We should give private enterprise some encouragement.

The member for Harvey said this measure was hasty. I differ from his view. If he were to read further the recommendations of the committee which inquired into the liquor trade he would find that the committee said the proposal contained in the Bill was worthy of consideration.

Mr. Hawke: You must admit it is the first time that the member for Harvey has been nearly right about something.

Mr. OWEN: All I am seeking is a compromise of opinion on this Bill. Some members have suggested that all hotels

should be permitted to open on Sunday, and others have suggested that they should all be closed. However, the member for Harvey asked for some compromise. Reference was made by the member for Fremantle to the traffic problems created by the opening of hotels on Sunday. I suggest to him that this measure will not increase the problem.

I do not agree with the member for Narrogin that this Bill will enable more people to drink more liquor in more places. I say it will enable the same people to drink the same amount of liquor in different places; and that by so doing the traffic congestion on Sundays along certain roads will be eased, because the traffic will be spread over a wider area. The member for Maylands said we should arrive at a majority decision. I shall be quite happy if that course is adopted. All I ask is for a majority opinion to be expressed.

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

Ayes—19.

Mr. Bickerton	Mr. Nimmo
Mr. Burt	Mr. Nulsen
Mr. Cornell	Mr. Oldfield
Mr. Craig	Mr. O'Neill
Mr. Curran	Mr. Owen
Mr. Evans	Mr. Rhatigan
Mr. Hall	Mr. Sewell
Mr. Heal	Mr. Tonkin
Mr. Kelly	Mr. Norton
Mr. Moir	

(Teller.)

Noes—25.

Mr. Bovell	Mr. Mann
Mr. Brady	Mr. W. A. Manning
Mr. Brand	Sir Ross McLarty
Mr. Court	Mr. Nalder
Mr. Crommelin	Mr. O'Connor
Mr. Fletcher	Mr. Perkins
Mr. Guthrie	Mr. Roberts
Mr. Hawke	Mr. Rowberry
Mr. J. Hegney	Mr. Toms
Mr. W. Hegney	Mr. Watts
Dr. Henn	Mr. Wild
Mr. Hutchinson	Mr. I. W. Manning
Mr. Lewis	

(Teller.)

Majority against—6.

Question thus negatived.

Bill defeated.

BILLS (2)—RETURNED

1. Road Closure Bill.

2. Reserves Bill.

Bills returned from the Council without amendment.

ANNUAL ESTIMATES, 1960-1961

In Committee of Supply

Resumed from the 16th November, the Chairman of Committees (Mr. Roberts) in the Chair.

Votes—Police, £1,917,369; Labour, £23,710; Scaffolding, £11,001; Factories, £37,690; State Insurance Office, £5; Native Welfare, £379,654.

MR. PERKINS (Roe—Minister for Transport, Police, Labour, and Native Welfare) [3.28 p.m.]: The estimated expenditure of £1,983,580 for police services for the current financial year provides for an increase of £37,770 over the sum required last year. Salaries of members are affected by those paid in other Australian States; marginal and basic wage increases have the effect of increasing salaries by approximately £100,000.

Despite the additional amount required, it provides for only such services and requirements as are essential for the functioning of the department.

In addition to the primary service—that of police protection—the department is also charged with the administration of traffic in the metropolitan traffic district and the licensing of vehicle drivers throughout the State, as well as the administration of the Weights and Measures Act, Firearms and Guns Act, the Licensing Act, and the inspection of liquors. The authorised strength of the department as at the 30th June, 1960, was 1,165, while the actual strength was 1,142.

Calls on departmental transport have been strained to the utmost and additional vehicles are being requisitioned; it is very vital to maintain efficient motorised patrols. As an offset to the increased expenditure, it is estimated that revenue receivable by the department will approximate £256,000.

Incidental expenditure in the Department of Labour is expected to be £2,800 as against actual expenditure during 1959-60 of £2,686. The larger expenditure figure shown for 1959-60 resulted from this department taking over the Minister for Labour's office administration expenditure during the year.

A small increase in factories expenditure for 1960-61 is anticipated. In the main this is accounted for by the increased emphasis on industrial safety. Total actual expenditure for 1959-60 was £7,197 as compared with estimated expenditure for 1960-61 of £7,400.

Actual expenditure on scaffolding in 1959-60 was £2,065, and the anticipated expenditure for 1961 of £2,090 compares favourably. There is no marked variation.

It is anticipated that the salaries expenditure in the Department of Labour particularly will be £20,910 for 1960-61 and will exceed the actual 1959-60 salaries expenditure of £18,171 by £2,739. Reasons for this are the inclusion of the salaries for the Registrar of Trade Associations and the Secretary of the Promotions Appeal Board respectively in this department's vote for a full year, together with the impact of the 28 per cent. marginal increases.

The anticipated expenditure for the factories branch is £30,140. The actual expenditure for 1959-60 was £29,336, the increase being explained by the addition of marginal adjustments.

The actual expenditure on scaffolding salaries for 1959-60 was £7,484, as against the estimated expenditure of £8,911 for 1960-61. The increase is due to a reclassification of all inspectors, together with marginal adjustments. The actual revenue for 1959-60 for the factories section was £17,727, and it is estimated that the figure will be £18,000 for the current financial year. The actual revenue for the scaffolding section for 1959-60 was £23,273, as compared with the anticipated collections of £24,000 for 1960-61.

The other department under my control, so far as the Estimates are concerned, is the Department of Native Welfare. There is a substantial increase in the expenditure of this department, and it is somewhat difficult to relate the increase to the actual work of the department because some of the expenditure goes out through other departments.

There is a considerable expansion of work in the Department of Native Welfare. The staff has considerably increased in order to handle Commonwealth social service benefits which are now available to natives who previously were debarred from receiving those benefits, the same as some others are who do not come within the ambit of the Native Welfare Act. There is also considerably increased expenditure on actual native welfare work.

At present there is quite an expansion of the activities of the department in the provision of housing for natives who are not quite up to the standard of living in the ordinary housing available from the State Housing Commission; and, as members are aware from other discussions that have taken place in this Chamber, there is a large project in providing a transitional type of house—a simple type of house on reserves—and another type of transitional house which is something in between the former type and the ordinary housing available from the State Housing Commission.

There is also a large amount of expansion work along the lines of housing native children to enable them to attend schools in areas of the State where, otherwise, it would be unlikely that such native children could obtain schooling. I do not think it is necessary for me to deal in great detail with these projects at this stage, but if any members desire fuller information on these points, I shall be only too happy to supply the details.

MR. CROMMELIN (Claremont) [3.34 p.m.]: I wish to express an opinion in regard to the strip that has been laid in Stirling Highway. A report appeared in

The West Australian the day before yesterday, and the same report appeared in the *Daily News* on the same day. Some weeks ago I criticised the design of this strip and said I could not—

Mr. W. Hegney: What vote is the member for Claremont discussing, Mr. Chairman?

The CHAIRMAN (Mr. Roberts): The member for Claremont is discussing a vote introduced by the Minister for Transport, Police, Labour, and Native Welfare.

Mr. CROMMELIN: I cannot quite appreciate why the member for Mt. Hawthorn asked that question.

Mr. W. Hegney: Because the median strip comes under the Main Roads Department.

Mr. CROMMELIN: Surely this question is concerned with transport and police!

Mr. J. Hegney: We should hear more from the member for Claremont.

The CHAIRMAN (Mr. Roberts): Order!

Mr. CROMMELIN: The follow-up of this matter was brought to my notice by the cut-down report of Professor W. R. Blunden, Professor of Traffic Engineering at the University of New South Wales. Professor Blunden's views, I must admit, coincide closely with mine; but the professor went even a little further than I would go, because he pointed out some aspects of the matter that had not come to my mind; but that would be only reasonable, because he is an expert.

He pointed out that when one is driving in a space where there is a kerb on the right-hand side and a kerb on the left-hand side, this is likely to create a dangerous hazard inasmuch as in an emergency the vehicle driver has no margin of safety. In other words, if there is a double line down a centre of a highway, and a vehicle driver is forced to go across the double line—of course he would be breaking the law—he could possibly prevent a collision.

About five weeks ago a bus was pulling out from opposite Vincent Street, and as it proceeded on its way it approached a narrow section of the road, and a child on a bicycle came out at some speed—at such speed that the driver of the bus was forced to pull over to the centre of the road. He did not at that time realise that coming up at his side was a 5-ton truck. In order to avoid a collision, the driver of the 5-ton truck went straight over the median strip. Fortunately the truck did not overturn.

That serves to illustrate that had the median strip not been there, at least there would have been an opportunity for the driver of the truck to go over the double lines and then straighten up with some degree of safety. If my memory serves me correctly, approximately £5,100

has been spent to date on the construction of this strip, and a further £1,400 will be required to complete it.

Mr. W. Hegney: Did you not agree to it once?

Mr. CROMMELIN: I never agreed to the creation of the strip as it is designed. As a matter of fact, the member for Mt. Hawthorn seems to be pressing somewhat in this regard, so perhaps it would be just as well if I quoted him two letters which will set his mind at rest; he will then be able to relax for the rest of the afternoon.

The first letter is one from the Minister for Transport. I received it on the 11th August, 1959, and it is as follows:—

I acknowledge receipt of your letter of the 6th instant and have to advise that your representations for an experimental strip of street lighting and pedestrian refuges in Stirling Highway are receiving attention.

I did not hear any more from the Minister for Transport until the 18th March, seven months later. Even then I did not receive a letter from the Minister for Transport, but one from the Commissioner for Main Roads. He is a person to whom I have never written in my life. It is rather interesting to read his letter which is as follows:—

18th March, 1960.

Dear Sir,

On the 6th August, 1959, you addressed the honourable Minister for Transport in regard to the lighting of Stirling Highway and the construction of refuge strips for pedestrians. The honourable Minister passed your letter to this department for investigation.

We know that this matter has been before us for some time but it has not been overlooked. We have been busily engaged investigating not only the lighting of Stirling Highway but also the possibility of placing a median strip on the highway on the sections which are wide enough to take such a feature without limiting the movement of vehicular traffic.

The median strips of course would provide ideal refuge for pedestrians.

The letter then went on to point out that the Main Roads Act was recently amended to allow the commissioner to spend traffic fees on street lighting, and the final paragraph said that I would be kept informed of the progress made with the department's investigations into these matters. I have not heard another word from the Commissioner of Main Roads from that day to this.

Mr. Rhatigan: You must admit, however, that the Commissioner of Main Roads and also the officers under him, are very capable.

Mr. CROMMELIN: I do not deny that. I merely quoted that letter so that the member for Mt. Hawthorn could settle down for the rest of the afternoon in comfort.

Mr. W. Hegney: Who did you say is responsible for the bungling?

Mr. CROMMELIN: I did not say anyone was responsible. I merely tried to appease the honourable member for the rest of the afternoon. My remarks are not an attempt to criticise anybody at this stage, because from a glance at today's issue of the *Daily News* it will be seen that it is suggested that the whole question of the median strip is being considered by Cabinet. I understand Cabinet has had a great deal of other business to consider and I take it that perhaps next week or the week after the question of the median strip will again be raised.

Mr. Tonkin: It is considering that "pay-as-you-use" water report.

Mr. CROMMELIN: Of course, that is extremely important, too.

Mr. Brand: Let us all be patient.

Mr. CROMMELIN: I have plenty of patience.

Mr. Brand: Yes; I know.

The CHAIRMAN (Mr. Roberts): Order!

Mr. CROMMELIN: I merely wish to bring this matter to the notice of the Committee and make a sincere appeal to the members of the Cabinet to give some consideration to modifying the median strip as it exists today.

Mr. Tonkin: Why don't you go all out and ask them to pull it up?

Mr. CROMMELIN: I am asking it to give consideration to modifying the strip as it is today.

Mr. Tonkin: What is the good of modification? Why fool about with it?

Mr. Rhatigan: You want two bob each way.

Mr. CROMMELIN: I said that I am making an appeal to Cabinet to see whether it can do something in the way of modifying the present construction of the median strip.

Mr. J. Hegney: Get an assurance from it and you will be right.

Mr. CROMMELIN: I understand that to construct the remainder of the median strip, which will be placed in a narrower section of the road than that in which the present construction is placed, will cost a further £1,400. Therefore I ask Cabinet to consider dispensing completely with the

unfinished section of it. In fact, if I had my way I would pull up the construction work that has already been done on the median strip to the extent of leaving sufficient of it for a strip to be left in the middle of the road approximating what I hoped would have been constructed originally; because at the bus bays it is essential to provide some sort of refuge for elderly people and children to enable them to cross the highway during peak traffic periods with safety.

There is no doubt that it is difficult for some people to cross the highway without becoming flustered by the heavy flow of traffic. Had this strip been put down according to my original idea of what it should have been and had cut-throughs been made at each and every crossroad I do not think any protest would have been raised, except for the fact that the concrete strip is fairly high and it is difficult for a woman with a young child to get a pram up on to it.

Sitting suspended from 3.45 to 4.5 p.m.

Mr. CROMMELIN: It is not my intention to delay the Committee except to the extent of repeating my request that when the Cabinet is giving consideration to the matter of the median strip the approach be made with a sympathetic point of view, taking into consideration that possibly nowhere else in the Commonwealth, or in the world, would one see a strip that is not straight—a strip that swings from side to side as this one does.

I desire the Cabinet to give consideration to the people who live in the near vicinity and who are forced to drive extra yards each time they leave their homes and go on to the highway; to give consideration to not completing the section that is not yet complete; and, if the Government is not prepared to pull up the section that has been completed, at least pull up enough to make cut-throughs available to all of the streets; and to take the curves out of the strip so that the remaining sections that are left can be used as pedestrian safety zones for people crossing the highway.

If the Government is prepared to do that, consideration should be given to the safety zones being situated opposite bus stops if bus stops are cut into the kerbs, so making the road wider in those particular places. I was opposed to the putting down of this strip; and I am opposed to it in its present form. I now appeal to the Government to give serious consideration to the carrying out of the requests that I have made.

Progress reported, and leave granted to sit again at a later stage of the sitting.

(Continued on page 2937.)

BROKEN HILL PROPRIETARY COMPANY'S INTEGRATED STEEL WORKS AGREEMENT BILL

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [4.11 p.m.]: I move—

That the Bill be now read a second time.

This Bill refers to an agreement which, I think, is history-making in its contents because of what it seeks to do. The agreement which the Bill seeks to ratify is probably the most important secondary industry agreement made in the State's history. Efforts have been made for many years to arrange for the establishment of a fully integrated iron and steel industry in this State. Various reasons—mainly economic and the absence of coking coal—have made this project elusive.

The agreement provides for a fully integrated iron and steel industry to be established in Western Australia. It provides for an industry which can be classed as large in anybody's language. It is made with a great Australian company which has demonstrated its technical, industrial, and commercial capacity. Broken Hill Pty. Ltd. is the biggest and most outstanding of all Australian companies. Apart from its technical, commercial, and industrial record, it also has the reputation of being one of Australia's best employers.

It has earned a nation-wide reputation as being a company which observes very high standards of employer-employee relations and conditions of service. The number of young men and women who have been started on the path of successful employment and career opportunities by the company are legion.

Briefly stated, the agreement provides—

The establishment of an integrated iron and steel industry at Kwinana at a cost of not less than £40,000,000, the whole of which money will be provided by B.H.P.

The company also undertakes to provide production capacity of not less than—

Blast furnace capacity of not less than 450,000 tons of basic iron a year. This would involve processing approximately 800,000 tons of iron ore a year.

Steel-making plant.

Rolling mill or mills with capacity not less than 330,000 tons a year.

Ancillary plant and other development work at Kwinana.

Additional wharf facilities.

In addition to its expenditure at Kwinana the company will also be committed to spend money to develop the mining leases.

The Government will grant a lease of the Koolyanobbing-Dowds Hill-Bungabin iron ore deposits proved in excess of 100 million tons.

The project is contingent on the Government successfully negotiating with the Commonwealth for the provision of a standardised railway from Kalgoorlie to Fremantle and Kwinana estimated to cost £35,000,000.

The blast furnace, which is the key to the integration, is timed to be completed by 1968, or by the completion of the standardisation of the rail gauge, whichever is the later. The development of the steel-making plant and the rolling-mill capacity is to be completed by 1978. I think I should explain that the development from the blast-furnace stage to rolling-mill capacity will be progressive. It is expected that the steel conversion stage will be completed fairly soon after the blast furnace is, in fact, in production. It is necessary for us to realise there are three distinct phases of production—basic-iron production, the production of steel billets, and the actual rolling-mill phase.

The combination of the establishment of the integrated iron and steel works and the standardisation of the rail gauge involves an expenditure, spread over 18 years, in excess of £80,000,000. This will provide a firm basis that we have been seeking for a long time on which the population and industrial expansion of this State can be safely accelerated. All those who have tried to encourage industrial development in this State have found iron and steel are the magic words in the attraction of industry.

The Government did not enter into this agreement lightly. It was done only after examining all possible alternatives. No other organisation, either in Australia or abroad, offered the same attraction as to timing, size, and reliability as B.H.P. Other propositions were considered, but in each case they proved to be too indefinite. To have pursued one of the other alternatives further would have been a case of neglecting the substance for the shadow.

There are grave problems in establishing an integrated iron and steel industry in Western Australia. Two of those problems are the lack of coking coal and basic materials other than iron ore and markets. In the final analysis it became apparent that only B.H.P. could offer a firm and immediate proposal with an assurance that they could have access to all the necessary raw materials additional to iron ore; a sound knowledge of the Australian industrial and economic conditions; and an industry well developed technically, industrially, and commercially throughout Australia into which the Western Australian steel production could be logically integrated.

It must be borne in mind that with the modern trend in steel production, volume is the most important factor in reducing costs; and therefore those who establish blast furnaces, steel conversion plants and rolling mills obviously try to have plants which specialise as much as possible so as to keep their costs down to a minimum. In view of the incorporation of Kwinana into the over-all steel production of Australia, we will be able to have rolling mills producing various types of steel in large volume instead of trying to produce, on an uneconomical basis, a variety of steel in one location.

Mr. Nulsen: Does that mean you give the company a monopoly over the whole of the iron ore in this State?

Mr. COURT: No; it will have, as members will find as I go on, control of the Koolyanobbing deposits. That is not the whole of our iron ore deposits. We have been careful to give it no rights outside those particular deposits—unlike South Australia's agreement, which gives the company certain rights of search in the agreement. We have not done that; and all further rights will have to be the subject of separate and distinct negotiations. A close study of the agreement will show the pattern of negotiations that has been followed. The emphasis has been on obtaining an initial blast furnace with the highest possible capacity we could negotiate—in this case 450,000 tons per annum of basic iron requiring approximately 800,000 tons of iron ore each year to feed it.

The magnitude of this is perhaps better illustrated when it is realised that to this 800,000 tons of iron ore would have to be added about 200,000 tons of metallurgical limestone and the host of other basic materials necessary for the production of basic iron.

In addition to negotiating for an initial blast furnace of considerable size, the agreement has been framed to encourage the company to build a second blast furnace at the earliest possible date. It will be apparent to members that the blast furnace capacity is the key to the size of the industry and it is logical to suppose that once basic iron is produced it would only be a matter of time when the full production of basic iron was converted to steel and increasing quantities processed into finished steel products through additional rolling mills.

The type of finished steel products that will be produced at Kwinana has not been specified in the agreement for obvious reasons. However, it must be accepted that when Kwinana takes its place as one of the four great steel centres of Australia, its rolling mills will be concentrated on a type of production to give the greatest advantage through local consumption and to fit into the over-all Australian steel industry pattern.

A study of the agreement will reveal that there is provision for the company to mine more iron ore than is required to service the blast furnace or furnaces. This foreshadows that some of this ore will be transported to other States. I emphasise that provision has been made that this can only be used in Australia and cannot be exported abroad. It is necessary for the company to bring coking coal from New South Wales to Western Australia. Likewise it appears necessary—at least during the early stages—for the company to bring metallurgical limestone from South Australia. There will be other raw materials also to be brought from the other States. In view of this the logic of some backloading of iron ore and the finished steel products will be apparent to members.

Provision is made for a penalty or surcharge in respect of ore transported from the leased areas at Koolyanobbing to the works site at Kwinana in excess of certain ratios to installed blast furnace capacity. For instance, the agreement provides that—

- (a) Where the total ore tonnage transported in any financial year is less than 2,000,000 tons a penalty of 10s. per ton on the tonnage transported in that year is imposed on all tonnages in excess of $2\frac{1}{2}$ times the ore consumed in the Kwinana blast furnace.

To use an example, if we take the case of 500,000 tons only being put through the Kwinana blast furnace, $2\frac{1}{2}$ times that amount would be 1,250,000 tons; and if the company transported from the leased areas tonnages in excess of that figure such tonnages would be subject to a surcharge or penalty of 10s. a ton.

- (b) Where the total ore transported in any financial year exceeds 2,000,000 tons the 10s. per ton penalty is imposed on all ore in excess of 2,000,000 tons.

However, this is subject to an inducement for the establishment of a second blast furnace. This inducement means that the 10s. penalty would be reduced by 2s. per ton for each 90,000 tons per annum of installed blast furnace capacity in excess of the initial 450,000 tons per annum furnace. This method is considered a realistic and practical approach to the problem and should be the means of a second blast furnace of considerable size being installed reasonably soon after the initial furnace.

If members make a quick calculation of the inducement offered it will be apparent that when the second blast furnace of 450,000 tons is installed, giving a total blast furnace capacity of 900,000 tons, the penalty ceases to have any practical effect. We are encouraged in our hopes for a second blast-furnace by the tremendous

demand in Australia for steel and the pressure that will be on B.H.P. to expand more rapidly its steel production. I think it is logical to assume that once the company has established its blast furnaces, for practical reasons it would want to keep the metal molten and carry on to the various phases of steel production and rolling.

So far as limestone is concerned, it is possible that the Naretha deposits will be suitable and useful at a later stage. These deposits are on the eastern side of Kalgoolie on the Trans-line. After standardisation it may be an economic proposition to bring the limestone from the Naretha deposits. Initially it looks as though we will have to rely on South Australian limestone.

The whole of the arrangement is subject to ratification on two counts—

- (1) This agreement with B.H.P. has to be ratified by the State Parliament by the 31st December, 1960, and

- (2) The rail standardisation agreement when finalised has to be ratified by both the State and Commonwealth Parliaments by the 31st December, 1961.

There is a further important proviso that if the standardisation agreement is not ratified by the 31st October, 1961, the 1968 date for the completion of the blast furnace becomes 1969 and the 1978 date for the completion of the integrated iron and steel industry becomes 1979.

I am sure members will appreciate the need for that, because the company and the State Government, in respect of its railway planning, will have lost virtually 12 months; and there is little that can be done until the company and the Government can be certain that the agreements will be finally consummated. It was this fact that prompted us to seek the indulgence of the House to try to get the agreement ratified by State Parliament so as to make it clear to the company, and particularly to the Commonwealth Government, that the agreement had the support of the State Parliament; and that, in effect, the State Parliament wanted the standardisation to proceed as quickly as possible.

The company agreed to the 31st October, 1961, for ratification, still retaining the 1968 and 1978 dates so as to allow both Commonwealth and State Parliaments to complete the ratification of an agreement between the two Governments in their normal sessional periods. We would not normally sit again until the second half of 1961; and unless the Commonwealth had an opportunity of ratifying the agreement during its autumn session it could not be done before the spring session. Needless to say, we are anxious to press for the earlier dates. Hence this introduction of the Bill to ratify the agreement so

quickly after negotiations have been completed and on the day the agreement was signed.

Some of the main points of the agreement are:

Standardisation of Rail Gauge

So far as the standardisation of rail gauge is concerned it is important to realise that it is only through the greater efficiency that can be achieved from the standardisation of the line to 4 ft. 8½ in. gauge that the economics of the Kwinana iron and steel industry can be established at this juncture. The margin between the project being economical and uneconomical virtually hinges on the improved economics of transportation made possible by a standardised railway system to service this area. Hence the reference to Kalgoorlie to Fremantle and Kwinana, although the part of the line directly concerned with this project will be Southern Cross to Fremantle and Kwinana.

Mr. Cornell: Better still if we let the Commonwealth pay for it.

Mr. COURT: They are very wise words. The rail transport for a journey of approximately 313 miles—Koolyanobbing, Southern Cross, Cannington, and Kwinana—is heavy compared with efficient shipping from Yampi and South Australian deposits to Kembla and Newcastle.

The standardisation project—Kalgoorlie to the coast—has been under examination many times in the past. However, a case had not been established as an urgent project until we were able to relate it directly to this agreement with B.H.P. The line at present carries about 1,000,000 tons of general freight. This is increasing.

The addition of 1,000,000 tons of iron ore a year, rising possibly to 2,000,000 or 3,000,000 tons a year, changes the economics of the line and makes it possible to submit a very attractive case to the Commonwealth. This case has been submitted, based on the South Australian agreement, under which the Commonwealth is to provide all the money and accept 70 per cent. of the cost. The remaining 30 per cent. is to be borne by the State, which pays to the Commonwealth from revenue 50 equal annual contributions to liquidate the expenditure plus interest on the amount outstanding at the end of each year. The benefits of this method of repayment will be apparent to members in view of the operations of the Grants Commission.

The significance of the standardised line in the over-all economy of the State, and its assistance in bringing Western Australian industry into a more competitive atmosphere with Eastern States industry, will be apparent.

Under the agreement B.H.P. commits itself to use the standardised system for a period of not less than 30 years from the date when Kwinana production commences. It also undertakes to use only rail facilities for the transport of iron ore.

The freight rates agreed upon as the base rates are as follows:—

Column 1	Column 2
In tons per financial year up to but not exceeding—	Rates per ton mile expressed in pence—
1,000,000	1.43
1,500,000	1.28
2,000,000	1.23
2,500,000	1.19
3,000,000	1.15

The rate to apply to the aggregate tonnage actually transported is to be the rate appearing in Column 2 opposite the tonnage in Column 1 which is nearest above the actual tons transported. Members will be able to see that information if they study the Bill. The over-all rate is to be reduced by .04d. per ton mile for each increase of 500,000 tons per financial year over 3,000,000 tons per financial year, and this shall apply to the total tonnage.

These rates might appear low compared with what we have been used to in this State for rates per ton mile, but it is important to realise that with a standardised system there would be economies compared with the present system. For instance, it would follow a new route from Northam to the metropolitan area. If the Avon Valley route is used it would reduce the grade from 1 in 40 to 1 in 200. Furthermore, the line would carry bigger trains. It is envisaged that the ore trains will be a minimum of 3,000-ton trains. That, of course, has a very dramatic effect on the cost per ton mile. There will be a special type of ore truck to enable this tonnage to be carried.

Mr. Tonkin: Where will they be made?

Mr. COURT: In Western Australia, I hope.

Mr. Tonkin: So do I.

Mr. COURT: It is also hoped progressively to build these trains up to 5,000-ton trains, which has been achieved in some parts of the world where freights of this type are carried. Another important factor is that B.H.P. would be completely responsible for loading and unloading the trains, for which purpose it would use the most modern equipment. It is understood that a 3,000-ton train could be loaded by modern electronic and mechanical devices in about 20 minutes. Unloading would be equally fast.

The basic rates are subject to cost variations from the date of the execution of the agreement—that is, from today. In view of the importance of having a base rate which was soundly based to cover

costs and to allow a margin on top of costs, the Railways Department calculations were subsequently checked by the Treasury. They include full allowance for the cost of providing the ore wagons and the spur line from Southern Cross to Koolyanobbing. The significance of the iron ore transport to the State Railways—and I emphasise the State Railways because the standardised line will be part of the Western Australian Government Railways system, and not a Commonwealth line—will be apparent from the following figures:—

1,000,000 tons of iron ore will bring in £1,800,000 per annum.

1,500,000 tons of iron ore will bring in £2,400,000 per annum.

2,000,000 tons of iron ore will bring in £3,200,000 per annum.

It is the last figure which we hope to build up to; and, in fact, exceed. Another big advantage of the iron ore traffic is that it can be handled at convenient schedules which will fit in with other railway operations.

I foreshadow that the modern methods of loading and unloading, and the use of large tonnage trains for ore transport, could be the forerunner of improvements with other large volume traffic, such as wheat and superphosphate. It should be realised that if the railways can get large trains fully loaded and assembled, and all they have to do is haul them from point A to point B, where they are unloaded by the customer, very considerable reductions in costs can be effected.

The method of operation under consideration after standardisation has taken place is a practical one, and should not prejudice the remaining 3 ft. 6 in. system within the State. Broadly speaking, the 3 ft. 6 in. gauge from Kalgoorlie to Northam would disappear, except for a small section to enable the Leonora line to operate down to Coolgardie, at which place there would be a transshipment point for both the Leonora and the Esperance lines. From East Northam to the metropolitan area there would be three rails, so that both 3 ft. 6 in. and 4 ft. 8½ in. gauge rolling stock could operate.

Members will appreciate that the Northam junction will increase in importance, and if they look at the map it will be apparent that the 3 ft. 6 in. system will feed into that particular point. If they study the railway map with the deletion of the 3 ft. 6 in. gauge from Kalgoorlie to Northam, they will see the logic of the proposal that has been recommended by the commissioner (Mr. Wayne).

Mr. Fletcher: That will be three sets of rails.

Mr. COURT: Yes; both up and down. From Northam to the metropolitan area there will be three rails up and three rails

down; but that will not prevail from Northam to Kalgoorlie if the present project is proceeded with.

A look at the railway map will show that this provides a simple and logical method of operation without any conflict between the two systems. The amount of transshipment is reduced to the barest minimum. We think it will be almost non-existent with the passage of years because the Esperance line will be concentrated more, in years to come, on serving the port than in bringing goods back to the main Kalgoorlie-Perth line. However, for the time being it is proposed that the transshipment point for the Leonora and Esperance lines shall be at Coolgardie.

Mr. Nulsen: You will have to be careful that you do not make Esperance a port for South Australia.

Mr. COURT: I think we will worry about developing the Esperance area in its own right.

Mr. Cornell: There is a degree of wishful thinking there.

Mr. COURT: Standardisation will form the basis of a Commonwealth-State agreement, and will need legislation in both Parliaments. Therefore I do not suggest we become too deeply involved in the details of standardisation. I am just stating the broad principles which make it necessary.

Mining Leases

As regards the mining leases, the Government will lease to the company the Koolyanobbing-Dowds Hill-Bungabbin deposits which have been proved by drilling to contain at least 100,000,000 tons of high-grade iron ore. The royalties payable under this agreement are the same as those payable under the South Australian agreement, including the same escalation clause. They are 1s. 6d. per ton in respect of high-grade ore; and 6d. per ton in respect of low-grade ores. Provision is made for beneficiated ores to carry the same royalty as high-grade ore. Provision is also made for the royalties to fluctuate, using the Adelaide price of pig iron as an escalation medium.

It is assumed that the price of pig iron in Adelaide would, over the years, reflect changing costs, and the royalty moves to the extent of 1d. per ton on high-grade ore and concentrates and one-third of 1d. per ton on low-grade ore for each complete £1 by which the selling price of foundry pig iron is higher or lower than the price when the Kwinana blast furnace commences production. We searched for an escalation clause that would be fairly reliable, but we could not find one which improved on the arrangements made by B.H.P. with South Australia.

The leases, like the agreement, are for 50 years, and the company has the right of renewal for successive periods of 21 years. An initial and possibly a second townsite will be developed near the mining leases. From past experience of B.H.P.'s development of remote towns, it is anticipated that this development will be of a high order. The initial townsite is expected to have about 100 homes for married people in addition to which there will be single men's quarters.

The Government undertakes in the agreement to co-operate with the company in locating suitable deposits of limestone, magnesite, dolomite, fire clay, silica rock, and other materials required by the company for its legitimate operations. Any leases for such requirements will be on a basis that does not impose a discriminatory royalty on the company.

Wharves and Dredging

The company, as part of its £40,000,000 expenditure at Kwinana, has to provide its own wharf facilities of sufficient capacity. Additional dredging will be necessary to cope with bigger ships. The Government still has an uncompleted commitment under the 1952 Act to dredge a channel and swinging basin down to 30 feet at the present B.H.P. Kwinana location. The agreement provides that half the cost of dredging beyond 30 feet and down to a maximum of 40 feet will be paid by B.H.P.

Down to a depth of 35 feet can be carried out at any time, with B.H.P. paying half of the cost, but the company cannot be called upon to pay its half for depths below 35 feet before the Kwinana blast furnace comes into operation. In any case, neither the State nor the company can require the dredging to a depth greater than the depth available in the Parmelia and Success Bank Channels.

Wundowie Charcoal Iron and Steel Industry

The Wundowie charcoal iron and steel industry obtains iron ore from Koolyanobbing. Originally this amount was fixed at a maximum of 50,000 tons per annum; but subsequently this limit was lifted. Last year approximately 85,000 tons was obtained which, I understand, was the biggest tonnage used from the Koolyanobbing deposits. Satisfactory arrangements have been made to protect Wundowie, and the industry can obtain its iron ore from Koolyanobbing by one of three alternative methods—

- (1) It can continue to work its present quarry under its own arrangements as at present up to a maximum of 175,000 tons per annum with an over-all total of 4,000,000—that is a figure of more than double the highest annual consumption to date; or

- (2) if it so desires it can take part of its requirements from its existing quarry, and obtain part from B.H.P. quarries; or
- (3) it can take the whole of its requirements from B.H.P. on a price basis set out in the agreement.

It is expected that Wundowie will continue its mining arrangements as at present. This avoids any difficulties regarding quality and size of screened ore. It also avoids any difference of opinion regarding cost. However, there could be circumstances when the industry would want to use one of the other two alternatives. Suffice to say that the decision is in the hands of the Wundowie industry, and it would not change from one method to another unless it felt it would obtain a long-term advantage. The arrangement included in the agreement is a highly satisfactory one.

Members will appreciate that when we want a large integrated iron and steel industry established, with its basic material to come from an iron ore deposit, it is necessary to impose limits on the extent to which others can have access to the deposit. The tremendous capital expenditure involved is such that a company like B.H.P. has to be given the maximum prospect of recovery through large volume deposits—that is, of course, assuming we want the company to expand its industry more and more.

With the improved rail operations following standardisation, it is expected that Wundowie's cost of ore into its works will be reduced. The present indications are that, after standardisation, Wundowie will rail its iron ore from Koolyanobbing to East Northam, where it will be taken by road the 22 miles to Wundowie. The present road haul, Koolyanobbing to Southern Cross, is approximately 33 miles. This disappears under the new proposal.

Electricity

The State Electricity Commission will be involved both at Kwinana and in the mining area, and a satisfactory arrangement has been worked out in respect of both areas. It must be borne in mind that a blast furnace produces a tremendous amount of gas which is used for power generation, and therefore provision has to be made for this power to be fed back into the State Electricity Commission system during the initial stage of the development. However, once the steelmaking plant and the rolling mills have been installed the company becomes a large-scale net user of State Electricity Commission power.

Estimates supplied by the company indicate that it should be a net user of power to the extent of £1,000,000 per annum once the full programme is completed.

Cost of electric power supplied by the State to the company for the Kwinana operation will be in accordance with the

metropolitan area industrial schedule rates of the State Electricity Commission from time to time. Where the electricity commission takes power from the company it is to be charged to the commission at the cost per unit at the bus bars of the commission's most economical power station.

If power is supplied to the leased mining area, including the mining townsite or townsites, provision is made for a guarantee by the company for a period of not less than 20 years of a minimum number of units of electricity to be consumed per annum. These units are to be charged for at the commission's standard industrial rate for the area. In addition to the charge for electricity the company is to pay to the commission an annual charge on the net capital cost of the mains.

Roads

The Government accepts responsibility for some road works from Southern Cross to the mining area. It also accepts a responsibility in connection with the construction of a diversion road at the Kwinana works site. I think the nature of the diversion road at the Kwinana works site is well known, and has been long since envisaged. However, it is incorporated in this agreement although there is reference to it in the previous agreement.

Water

The State accepts a commitment for water at Kwinana up to a total quantity of 10,000,000 gallons per week, but this is inclusive of the 4,000,000 gallons per week already covered by the 1952 Act. Beyond this figure the Government is not committed beyond what it considers may be made available to meet the increased requirements of the company. The company has the right to sink wells and bores into the subsoil up to a depth of 500 feet, but these bores must not cause the artesian basin to be tapped without prior written consent. The price to be paid is the ruling rate from time to time for excess water for industrial purposes.

In respect of water for the leased mining area and townsite there is provision in the area for a pipeline from Southern Cross, but it is most unlikely that this will be invoked because the company has to pay the State for water supplied through such a pipeline at a rate per 1,000 gallons based on the price for the time being charged for water in bulk at Southern Cross together with capital charges applicable to the supply to the company and including interest and depreciation on the cost of the pipeline and the operation expenses including maintenance and overhead. A quick calculation will reveal that, based on the limited volume of water likely to be needed, the cost to the company per 1,000 gallons would be prohibitive.

The alternative scheme is more likely to be used. Under this, the company supplies railway water wagons which are to be filled at Southern Cross and hauled with the empty ore trains from Southern Cross to the mining areas. The empty water wagons would be hauled back to Southern Cross with the loaded ore trains. The company will pay for the water, but the haulage will be free. The company has the right to bore for water within an area of 20 miles from the boundary of the leased mining area.

Wharfage and other Port Charges

The 1952 B.H.P. agreement provided for wharfage on the company's goods going across its Kwinana wharf at 1s. 4d. a ton. There was provision for this figure to be reduced when the tonnage increased beyond 100,000 tons per annum. The figure was linked to a percentage charge on dredging cost then to be undertaken by the Government. This dredging has not been done but is acknowledged as a Government commitment under this new agreement.

Bulk cargo coming inwards was to carry wharf charges of 3d a ton with a provision which would have given a minor upward adjustment. In addition, the company pays for all normal tonnage dues, pilotage, and other direct charges of the Fremantle Harbour Trust. These charges are, of course, at the current rates prevailing from time to time.

The arrangement has been renegotiated so that the clause providing for a review downwards of the 1s. 4d. per ton figure is eliminated. Also, when the Kwinana blast furnace comes into operation, the charge for the company's goods and products becomes 2s. per ton instead of 1s. 4d., and the charge for inward bulk cargoes becomes 4d. instead of 3d. Also, the position has been clarified regarding what is meant by the company's "goods and products."

After the Kwinana blast furnace comes into production the company's goods and products will qualify across the Kwinana wharf. The company will continue to pay all tonnage, pilotage and other direct charges at current Fremantle Harbour Trust rates. This extends to subsidiaries and the associated company which qualify under the definitions in the agreement.

It is expected that the revenue to the Fremantle Harbour Trust from B.H.P. activities the first year after the blast furnace operates at Kwinana will be at least £95,000. This will increase as more ships and bigger tonnages are handled. It should be appreciated that B.H.P. pays full current charges for all services, tonnages due, pilotage, etc. For instance, tonnage dues on a 10,000-ton ship tied up at B.H.P.'s own wharf are approximately £50 per day.

Amendments to 1952 Act and Agreement

The agreement provides for some amendments to the 1952 Act and agreement. Members will find these follow logically from the rearrangement that has been made with B.H.P. to cover a fully-integrated iron and steel industry.

Slag

A proposal has been worked out between the company and the Fremantle Harbour Trust for the deposit of slag from the steel works' operations at Kwinana. The dumping and all work in conjunction therewith shall be carried out subject to the approval of the Fremantle Harbour Trust Commissioners. Members will find that the matter has been set out clearly in the agreement and is under the control of the Fremantle Harbour Trust.

There is no specific commitment in respect of the Kwinana area beyond undertaking to use all reasonable endeavours to ensure that sufficient housing shall become available to meet the company's requirements for married employees. As far as the mining townsite is concerned, the Government has accepted a commitment for a maximum of 30 houses in any one year until 1969. It is anticipated that the total will not exceed 100 and will be well spread. In any case the company accepts the full responsibility for the tenancies, including maintenance, and the agreement provides for a complete recoup of capital outlay over a period of 30 years. The company is committed to a tenancy of not less than 30 years so that the Government is very well protected, and without any administrative problem in this remote area.

Value of Kwinana Output—Effect on W.A. Economy

The output of Kwinana when the rolling mill is completed on present-day figures—I am referring to present-day values—would approximate at least £17,000,000 or £18,000,000 per annum. It will do much to help us offset our adverse trade balance with the Eastern States. It is difficult to estimate the full impact of this major industry on our State. Obviously it will facilitate our approach for other industries. There are many industries which automatically follow the iron and steel industry. There are others that are attracted indirectly by it.

There will be a large labour force involved in building plant for the various sites. Likewise, there will be a big work force involved in the construction work, particularly at Kwinana. When the plant is in operation it will employ over 1,000 men at Kwinana, and the work force at the mine will probably amount to another 200 or more men. The railway construction work, without the work involved in building rolling stock, etc., is estimated to

involve 12,000 man years. Expressed another way, I would explain that if we double the number of men we halve the time. If 2,000 men are put on the job it can be completed in six years; but if we only put 1,000 men on at a time it will take 12 years. That is on the railway work itself. Then there is the renewed vigour that will be injected into the railway system's operations with ensured large-scale and an ideal type of freight.

South Australian Agreement

I commend to members a study of the South Australian Government's agreement with B.H.P. It is to be found in the South Australian statutes of 1958. A comparison of the South Australian agreement with the one for which ratification is now being sought will reveal that our agreement is a much more satisfactory and comprehensive one so far as our State is concerned. The South Australian agreement only provides for a £30,000,000 project and there is no stipulation as to the minimum capacity of the plant. It merely provides that B.H.P. will construct a steel works and expend on such construction the sum of £30,000,000 in the aggregate by the 31st December, 1970.

The South Australian agreement does not seek to impose any penalties on the company in respect of iron ore exported to other States. In general, the South Australian Government's attitude towards B.H.P. in respect of mineral rights is on a much more generous basis than that now proposed in the Western Australian agreement. The other commitments of the South Australian Government are more far-reaching. For instance, the housing commitment accepted by the South Australian Government is much more specific and far in excess of that proposed under the Western Australian agreement.

The South Australian Government appears to have adopted the attitude that a company as big and progressive as B.H.P., once it has spent a large sum on the development of a modern plant, will not only use that plant to its maximum but will also endeavour to expand. That has been our experience.

Significance of the 1952 Agreement

The 1952 B.H.P. agreement calls for some comment—in fact it would be remiss of me if I did not make reference to it. I think it can be fairly said that if that agreement had not been in existence, our prospects of successful negotiations with B.H.P. at this juncture would have been greatly lessened. The fact that it was already established here with a suitable works site and already had access to other deposits aided considerably the discussions for a fully-integrated industry.

Further Information Required by Members

It would facilitate consideration of the measure if members could indicate to me privately any particular queries they have and which might involve research. I am anxious to give full and detailed explanations of all that is involved in this large project, and prior warning will help me in this. It is the Premier's desire and the Government's desire that all information possible be made available; and although we have researched the project closely, there could be points which might occur to members as the debate proceeds.

Mr. Fletcher: Why has limestone to be hauled such a great distance? Can't we use our local limestone?

Mr. COURT: The limestone we have around here is wholly unsuitable unless it is sintered, which would be a very expensive operation. I am not a technical man, but I understand that if we used this type of limestone it would tend to blow out the top of the furnace and be most ineffective; and it would be uneconomic to install a plant to make it suitable at this stage. The South Australian limestone is readily available in great quantities and it could be economically handled. It is conveniently placed to shipping, and there is reserve handling capacity to take advantage of the large deposits they have. Be assured we will reach for more local supplies.

There are many machinery clauses which are important in the actual operation of the agreement and which are normal to such agreements. For this reason I have not enumerated them; but if members want them explained, I shall be glad to do so when replying.

Appreciation

During the negotiations there have been many Ministers and departments involved; and I would like to pay my tribute to the team work that has been achieved. Negotiations of this magnitude can be successfully brought to completion only if there is such co-ordination and team work.

The Premier and Treasurer and all other Ministers have ensured the fullest co-operation. Those who have conducted the negotiations well know the many hours, days, and weeks that go into the detail of trying to reach an agreement. Special reference should be made to the work that has been done by Sir Russell Dumas. His constant work over the last few months on this project has been truly amazing, and we could not have had a person better equipped to undertake the many searching details of the negotiations.

The Attorney-General has been very helpful in making available at great inconvenience the services of the Solicitor-General, Mr. S. H. Good who, particularly

during the last three weeks of the more intense stage of negotiations, has been a wonderful adviser and of tremendous value in the drafting of the agreement.

The Minister for Mines figured very prominently in these negotiations, because he is in control of the big deposit which is basic to this industry. I appreciate very much the co-operation which has been received from him and from his Under-Secretary. In fact, each Minister of the Government and the heads of their various departments have had a contribution to make. I have admired the way the departmental heads have been vigilant in respect of the State's interests, but at the same time they have been realistic in what has to be done to attract large-scale basic industries to this State.

It has been brought home very forcibly to me in the last few weeks and months how well-served this State is by some of these senior officers of the Government. They are very prompt in pointing out the dangers of any course of action; they are very prompt in pointing out the practicability or the impracticability of any particular proposal. Their advice is very freely and very courteously given. Of course, the matter then becomes one for Government decision.

In every case I have found these officers to be realistic in their approach, quick to advise of any dangers that might be apparent, and equally quick to suggest practical ways of handling a particular situation so as to achieve a realistic and satisfactory result.

During these negotiations it has been necessary for very important decisions to be made by some departments. I shall list some of those departments—

Crown Law.
Mines.
Railways.
Water Supply.
Main Roads.
Public Works.
Fremantle Harbour Trust.
Housing.
State Electricity Commission.

If one searches further one will find other departments which have been involved in these negotiations, such as—

Lands Department.
Local Government Department.

The thoroughness with which the advice has been prepared and given by these departments has been a source of great value and encouragement to those carrying on the negotiations. For instance, the calculations undertaken by the Railways Department proved to be a tremendous task. The staff of the department have been very careful and punctilious in their efforts to ensure that the Government had the correct information for negotiating with the B.H.P. on rail freights, and for

presentation of a case to the Commonwealth Government. To make doubly sure, at the suggestion of that department, the figures presented were checked by an independent department in the form of the Treasury. I thank the Ministers and officers concerned.

Mr. Fletcher: Is the line to Kwinana to be located south of the river or across the bridge?

Mr. COURT: With the proper industrial development at Kwinana it must be built south of the river, hence the reference of the route Koolyanobbing, Southern Cross, Cannington, and Kwinana.

Mr. Fletcher: That will be a wide-gauge line? Will there be a wide-gauge connection with Fremantle?

Mr. COURT: Yes. There will be a direct connection of the system between Fremantle and Kwinana; otherwise there would be a missing link.

Finally, I should say a few words about the top executives of the B.H.P. who have taken part in the negotiations. I know that some harsh words have been said about that company in this House at various times by some members; but dealing with the individuals themselves, we have been helped to a great extent in these negotiations by such men as Messrs. Ian McLennan, John Norgard, James McNeil, and Don Nairn. They are four very senior executives. So as to assist us to press on with this case to enable the negotiations to be completed if at all possible and an agreement to be presented for ratification this session, they have worked night and day. In fact, for several week-ends they have worked all Saturdays and Sundays.

Our advisers have been in Melbourne during the week days, and it was possible for a Minister to attend only during the week-ends. The officers in the company concerned were good enough to co-operate by working all Saturdays and Sundays to enable us to reach finality and to permit the presentation during this session of what we consider to be an important Bill.

Through achieving that, we have also greatly expedited and greatly strengthened the representations that will be made to the Commonwealth Government in respect of the standardised lines. I commend the agreement and the ratifying Bill to the House.

Those of us who are here this session will realise that possibly the full effects of this agreement will not be achieved during the whole of our parliamentary lifetime. I am quite certain that by this agreement we are laying the foundation for careers and opportunities for the young people of this State. The project will be of inestimable value to those young people. It is the young people of the State who gain more from this agreement and this industry than the more matured people

of our time. After all, it is part of the duty of members of Parliament to try to leave something behind which will provide a benefit for the generations to come. I fervently believe the industry which will result from this agreement will do that.

Mr. Brady: Does the Minister think the Commonwealth Government will agree to this before 1961?

Mr. COURT: I cannot speak for the Commonwealth Government, but I can say this: When the Premier and I saw the Prime Minister last Friday he gave us a most sympathetic hearing. He was most helpful in his comments, and he arranged for me to see Sir Roland Wilson immediately to discuss some further details. Whilst I cannot commit the Commonwealth Government, I feel quite confident that we have a sympathetic ear in Canberra in respect of this proposal, because it would achieve two results: It would enable a standard rail gauge to be established on an economic basis, divorced from the old popular issues of defence and integration of the system. It would stand on its own merits as an economic project.

What is more important, it does give the key to the industrialisation of Western Australia—the western third of Australia—and it would enable this State to take its rightful place in the industrial development of Australia. That is acknowledged by the Prime Minister and also by the Commonwealth Government.

Mr. J. Hegney: The uniform railway gauge from Broken Hill to Port Pirie has not advanced.

Mr. COURT: That is the subject of a separate agreement.

Mr. J. Hegney: That project could be dovetailed into the one with which we are dealing.

Mr. COURT: There is no reason why they should not move simultaneously. However, the Broken Hill-Port Pirie line is the subject of another agreement entered into between South Australia and the Commonwealth Government in the regime of Mr. Chifley. It has not yet been implemented. It is an existing agreement, but the line in this State will have to be the subject of a new agreement.

On motion by Mr. Hawke, debate adjourned.

MESSAGES (3)—APPROPRIATION

Messages from the Governor received and read recommending appropriation for the following Bills:—

1. Land Tax Assessment Act Amendment Bill.
2. Fremantle Harbour Trust Act Amendment Bill.
3. Broken Hill Proprietary Company's Integrated Steel Works Agreement Bill.

BILLS (2)—RETURNED

1. Simultaneous Deaths Bill.
2. Acts Amendment (Superannuation and Pensions) Bill.

Bills returned from the Council without amendment.

ANNUAL ESTIMATES, 1960-1961*In Committee of Supply*

Resumed from an earlier stage of the sitting, the Chairman of Committees (Mr. Roberts) in the Chair.

Votes—Police, £1,917,369; Labour, £23,710; Scaffolding, £11,001; Factories, £37,690; State Insurance Office, £5; Native Welfare, £379,654 (partly considered):

MR. BRADY (Guildford-Midland) [5.12 p.m.]: On these estimates I desire to say a few words which I feel may be helpful to the Minister. I think the general public is well satisfied with the job being done by the Police Department and, for that matter, every other department under the jurisdiction of the Minister. But, of course, we can all learn. I am concerned about the increasing volume of traffic in the metropolitan area and what appears to be the minimum protection for pedestrians. It is unfortunate that nearly every week we read of some elderly person being killed while crossing one or other of the highways.

There have even been quite a number of accidents on pedestrian crossings; and one wonders whether the police are advising the Minister as to whether there could not be a safer way in which people could cross the highways and the byways. Recently I asked the Minister some questions in connection with traffic lights because I was concerned with three particular points in my electorate where there had been accidents in recent times—and the number seems to be growing.

The reply I received was to the effect that there had been 187 accidents within a distance of two miles. That was 187 accidents that had to be reported. Many accidents do not have to be reported; particularly if only a pedestrian is involved.

I would like to point out to the Minister that in one of his replies he said there were traffic lights in the vicinity of the Hurlingham Hotel because it was situated on the crest of a hill and the pedestrian crossing was further down the hill. In my electorate some two or three years ago an inspector of police pointed out that a pedestrian crossing was at the bottom of a hill, or what was a slight slope, and he felt more caution should be taken when approaching the pedestrian crossing. It appears to me that there should be traffic lights at that point. I am raising this

matter because I do not think enough initiative has been taken by the department in advising the Minister as to what are the areas more likely to be prone to accidents.

It would seem that with crossing lights, no initiative is taken until the member for the district or the local governing body brings the matter to the Minister's attention. As the police are travelling around regularly and are getting details of the accidents which happen in the metropolitan area—they have been too frequent in recent times—it might be well for the Minister to ask the Commissioner of Police to get his inspectors to recommend places where safe pedestrian crossings could be provided, or where pedestrian lights could be installed. I think that would reduce the present number of accidents and would be a big safety factor when people are crossing the roads. So much for crossing lights in general. What I have said in regard to my own electorate I think would apply to most of the metropolitan area.

I now wish to make a brief reference to an unfortunate incident that happened in recent weeks in the vicinity of Maylands. No doubt, all members have read in the paper of the unfortunate incident of an Italian who, in trying to protect his family, had occasion to stab a youth. As a consequence, this Italian has been committed to the Fremantle gaol for 18 months. If this were a case of an Australian stabbing somebody I do not think 18 months would be too long a period; but I understand that in the normal way of life in Italy, boxing and fighting as we know them are not resorted to. When an Italian wants to defend himself or his family he usually turns to a knife.

Apparently this particular Italian had been harassed by youths for some months; and, in desperation, he drew a knife to defend himself. I do not stand for Italians doing that sort of thing in defence of their family; but what I am concerned about are the groups of youths that are being formed around the metropolitan area. Probably the first people who could observe and report on these bodgies and widgeys would be the officers of the Police Force. I cannot understand why this particular incident should have reached the stage it did in a place like Maylands. It would appear that the Italian concerned had been reporting the matter for some time. When I was Minister for Police the present chairman of the Perth Road Board approached me about hooliganism and larrikinism in Maylands and Bayswater.

Therefore it appears to me that somebody has been a little remiss in not breaking up these groups and in not keeping a closer watch on their activities. I hope that, as a consequence of this happening at Maylands, the Minister will ask the Commissioner of Police and his inspectors to keep a closer watch on the position. When one visits a place which serves

meals late at night one can see these youths in groups. They group in front of refreshment rooms and in front of hotels; and when these leatheries, bodgies, and widgees gather in groups, it is quite obvious they are up to no good.

The police should be able to do something before these groups get together in order to throw stones at churches and Italians, and hurl abuse at people. These young people should be advised to take up healthful activities from which they would derive more benefit than they do by forming unruly groups. I hope the Minister will give some consideration to this matter, because such groups should not be allowed to go around night after night worrying people in certain parts of the metropolitan area.

In recent years quite a number of police have been transferred to the Traffic Branch; and it seems to me that those traffic policemen could well advise the Plainclothes Branch and the women police of the areas where the young people are grouping. I could take them into several areas in my electorate where those groups congregate; therefore I hope the Minister will consult with the commissioner on this matter of bodgies, widgees, and no-hopers who are concerning peace-abiding citizens.

Mr. Bovell: A good sound thrashing would do them some good.

Mr. BRADY: A good sound thrashing might do them some good; but that is a questionable method of chastisement, and there are authorities who do not believe in it.

Mr. Brand: What do you suggest?

Mr. BRADY: I consider that youths have too much time on their hands. Youth organisations like the police boys' clubs, the Youth Advisory Council, and the National Fitness Council could do a lot more for the youth around the metropolitan area. The police boys' clubs have done a good job, but I am inclined to think we want some co-ordinating body controlling police boys' clubs and youth clubs generally in an effort to give youth some worth-while objective in attending the clubs.

I have watched these clubs for a number of years now and have sympathy for the organisers. I help as much as possible; but I am inclined to think that the activities mainly undertaken are, on the whole, not the best on which to concentrate. If these people could be channelled into accepting training and education in technical matters, and other forms of activities besides boxing and wrestling, the community would be better served.

I was very pleased to find when I went to the Police Boys' Club in Bunbury that music was one of its activities. If music

was introduced into the clubs more than boxing and wrestling, parents would be induced to send their children to those organisations. I know it is very nice to be able to protect oneself as a young lad or teenager. I also know that it is good to have a sound knowledge of gymnastics and wrestling; but I do think that some cultural activities would be better introduced into those organisations. Therefore I hope the Minister will try to persuade the commissioner to work towards that aim.

I would like to say a few words about tracking dogs in the Police Department. I understand that there is a limited number available for tracking lost people, and I hope the Minister will encourage that section of the department, because those animals can serve a very worth-while purpose in the community. Even as recently as in tonight's *Daily News* there is an article which tells us that a woman lost in the Manjimup district was found by a police tracking dog. It was admitted in the article that those searching would not normally have thought that the woman would be in the area where she was located by the dog.

That is a very simple illustration of why we should encourage the Police Department to engage in the training of dogs to assist the police in their activities. It can be a very worrying matter for relatives of lost people, as well as an expensive item to the department, if there is no expeditious way to locate them.

There are quite a number of matters to which one could refer in regard to the police, but I do not want to raise any contentious angles. However, I would like to speak about the increased expenditure in the Police Department. Nearly £2,000,000 is being spent in Western Australia in the maintenance of our Police Force, and in some respects it would appear that we are receiving less police protection now than we did 20 years ago. It was nothing unusual in those days to see two or three policemen in various parts of the metropolitan area on what they call beat duty; but now it is very seldom that a policeman is seen on beat duty. They are mostly kept in offices or at the police stations.

Whilst I know that a policeman has to do a certain amount of office work, I am wondering whether we are not spending a lot of money by having our policemen do their own clerical work. It is not unusual to enter a police station and see a policeman typing a police report, with two fingers. I believe that where there are four or five policemen doing reports in that way, they should be provided with a shorthand-typist to execute that work more expeditiously, efficiently and cheaply.

The Minister should give some consideration to that aspect, because we should not require a specially-trained

policeman, who is receiving £20 or £25 per week plus uniforms and all other requisites to undertake clerical work which could be done in a quarter of the time by a shorthand-typist. I know, of course, that there would be occasions when it would not be advisable to engage a shorthand-typist; but, in 98 per cent. of cases it would be beneficial.

As I said, we do not seem to receive the same police protection as we did 20 years ago, in spite of the fact that about 20 to 50 policemen have been relieved of point duty in the metropolitan area. It would be interesting to know where these men have been absorbed, because I have not seen a greater number of policemen in the Guildford-Midland electorate, where, for the reason I have stated, there should be more. I cannot see where any economy is being practised, if, on the one hand, flashing signals are installed, but, on the other hand, there is no reduction in police expenditure.

Talking about police expenditure, there is another aspect which the Minister might ask the commissioner to consider, that being the number of policemen who are engaged on pedestrian crossings to protect children going to and returning from school. I am all in favour of children being protected, but I feel it is a waste of the time of valuable officers to employ them on pedestrian crossings for one to one and a half hours in the mornings, and for the same period in the afternoons. I think the cost to the State of maintaining policemen is too great to allow them to be used on pedestrian crossings. There are any amount of people in Western Australia who could be employed to see children safely over the pedestrian crossings other than policemen, who cost the State up to £25 a week each. I hope something can be done to reduce this expenditure.

I recently asked the Minister whether any thought had been given to building bridges over pedestrian crossings for the safety of children. When I was in Hobart, about four years ago, I noticed that a bridge had been built across a highway. This bridge was built mainly for the safety of children going to and returning from school. I understand that it is costing the State £9,000 for policemen to protect children using pedestrian crossings. That figure would pay a lot of interest if bridges could be built instead, and policemen could be released for more important work; or we could possibly reduce the Police Force.

I believe that bridges would give a greater measure of safety, and I do not think it would require much more than £8,000 to meet the sinking fund payments and the interest on these bridges. I do not think we should go on indefinitely allowing policemen, whose services could be

utilised on more important jobs, to be engaged in conducting children over pedestrian crossings. If road boards and local governing bodies outside the metropolitan area can engage people other than policemen for this work, I believe the Police Department could do the same thing.

I have nothing to say in regard to the Department of Labour or the Scaffolding Department, but I would like to offer a few suggestions in regard to the Department of Native Welfare. Almost every day we hear of natives getting into trouble in one part of the State or another. In recent times a lot of those natives have been young people between the ages of 14 and 21. Last week two young natives who had absconded from the Child Welfare Department were traced in the country. I have visited the Allawah Grove camp from time to time, and it appears to me that natives there, both young and old alike, are virtually stagnating in the camp for the sake of something worth while to do.

For that reason, in the early part of this session I asked the Minister a number of questions concerning whether anything was being done to occupy the time of natives in the Allawah Grove camp; whether they were being taught to become farm mechanics. The Minister replied to the effect that nothing was being done in that direction, and circumstances did not lend themselves to teaching the natives the methods of handling farm machinery. I would like to touch on a matter close to the Minister's heart; namely, shearing. I believe that some of these natives, in places like the Allawah Grove camp or the Moore River settlement, could be taught shearing.

Some attempt should be made by the Department of Native Welfare to have those youths taught a worthwhile trade or calling. If they cannot be given a five-year apprenticeship, then they should be taught something of value to them in the farming community where, I suppose, 90 per cent. of them are employed. If those young people could be instructed in activities associated with shearing, they could become worth-while citizens.

I would like to point out that it costs the Government £7 or £8 a week to keep a native in the Fremantle gaol, but it would not cost more than £2 or £3 a week for a native in the Allawah Grove camp to be taught a worth-while trade. It would pay the Government to have a look at the advantages of training those natives, whether they be male or female people. When I last visited the Allawah Grove camp about nine months ago, I noticed a couple of enterprising natives making boomerangs from local wood standing up alongside the building. Those people have initiative, and they would like to do something worth while.

Today's issue of *The West Australian* reports that four children were committed to the care of the State because they were hungry. They took something from a school, or went into a house near the camp and took something to eat. If the Department of Native Welfare could arrange for an officer or somebody from the Education Department or the Technical School, to be at Allawah Grove to teach those young people a trade, some of those who are ending up in the Fremantle gaol could become worthwhile citizens, and an asset to the State. I hope the Minister will give some consideration to that suggestion.

I would also point out, particularly in regard to adult natives, that unless their time is absorbed they can get into all sorts of trouble not only in the camp itself but around Guildford-Midland and adjoining parts of the metropolitan area. About 19 months ago a building was erected in the area which I thought was to become a community recreational hall. But the last time I saw the building nothing further appeared to have been done to it. That particular building could have been an ideal place to teach young natives the method of handling farm machinery. There are many occasions when a farmer uses native labour to drive tractors, harvesters, combines, and other machinery, and one would have thought that even the farming community would advocate that something should be done along these lines.

If the Minister did not want to do anything of that nature in the Allawah Grove camp, thought might be given to doing something in other camps such as Moore River, or the one in the Minister's own electorate. I am not particular where these training centres are established.

The standard of education of some of these young native people is equal to that of any white child. Often they reach the high school standard. I have seen some attending the Governor Stirling High School, and such natives could be encouraged to go on further. I think one could cite three or four classic examples in the metropolitan area at the moment where native youths have made very great achievements.

Some are acting as officers in the Department of Native Welfare, and others have served their time as tradesmen and are working in the Public Works Department, and in other departments. One of the mission leaders recently told me he had four native youths now apprenticed to trades in the metropolitan area. There were four native youths apprenticed to trades in the Midland Junction Workshops.

Those natives have what it takes, provided they are given the opportunity. Unfortunately, some do not continue to have

the guidance of the missions when they leave the centres, and they drift to places like the Allawah Grove camp. Whilst they have the best of intentions, when they leave the missions, of keeping to the straight and narrow path, they sometimes get into a bad environment in the camp, or in the metropolitan area; they then start to drift, and they finish up in the Fremantle gaol. So I hope that something will be done to try to give these young people in the native camps in the country, or the metropolitan area, an opportunity in order to save them from going to Fremantle Gaol, which is a costly way of trying to reform them.

The only other matter I want to mention is in reference to financial aid. I understand that in the last 12 months or so the Commonwealth Government has considerably stepped up the assistance given to the natives in the outback parts of Western Australia. I think the assistance given would run into many thousands of pounds; and, in many cases, that would be money saved to the Department of Native Welfare. Consequently I was surprised to read in the paper that people associated with the missions were complaining that they were not getting sufficient grants in aid from the Government. From one letter I read in the paper it appears that the missions are getting only the welfare allowance.

The other day I did hear of a mission that had spent £30,000; and I believe it wanted £3,000 or £4,000 from the Government to build a welfare home for native girls. That money was not forthcoming; and it is discouraging for the missions if they are experiencing that difficulty. One would have thought that as the Department of Native Welfare has been saved the expenditure of many thousands of pounds by the Commonwealth Government taking over certain of its activities, some of the money would be made available to the native missions throughout Western Australia by way of grants in aid. These grants in aid have the effect of encouraging the young people in farming and other activities.

I went to the Moore River native settlement—now known as the Mogumber Mission—on many occasions. I used to go unannounced, but every time I went there these young people were engaged in worthwhile building activities and agricultural pursuits. The same thing applies to other missions throughout the State where the natives are carrying out worthwhile activities; but the missions can only carry on with that work if they get substantial grants in aid from the Government. They cannot carry out this work for the whole of the native community without assistance from the State Government; and it is up to the Government, in view of the fact that the Social Services Department

has taken over some of its commitments, to give more money to the missions by way of grants in aid.

I hope the Minister will give some thought to stepping up the allowance to these various denominational missions; and I would not be averse to the missionaries keeping the natives at the missions until they became adults, because the environment of a mission is much better for the natives than that of the city or places like the Allawah Grove settlement. I would like the missions to have control of the natives until they marry and start to have their own families. By that means the missionaries would be controlling the natives during the teenage period, which is a dangerous period for them; and, in turn, I believe the missions would be encouraged to try to start settlements in the vicinity of the missions themselves.

I recollect being on the mission at Carnarvon about three years ago, and the missionary in charge was hoping that he might get some land made available in Carnarvon where ultimately the mission could encourage natives to carry on farming work. The Carnarvon mission would lend itself to establishing these people in the banana-growing industry and the intense culture industries at Carnarvon; and that would be of considerable benefit to the natives.

While the Minister may feel that the department has gone as far as it can with respect to welfare payments—and I suppose that would be only natural if there is a limit to the fund—I would like to see the missions encouraged to keep the natives on the mission properties until they are at least of marriageable age, because it would enable them to be guided in their early adult years. By this means they could be encouraged to engage in agricultural and pastoral pursuits. All the missions, wherever they may be—whether in Wiluna, Carnarvon, Katanning, Mogumber, Riverton or elsewhere—are desirous of bringing the natives to a stage where they can properly look after themselves. The missions want to train them as children; and also they like to feel that when the natives leave the missions they can earn their own living. That is necessary and desirable.

Therefore I hope the Minister will try to channel some work for these natives into the various centres like Allawah Grove, and the bigger places where natives congregate, as well as helping the missions to carry on with their worthwhile job.

I was disappointed when I noticed the vote for the Department of Native Welfare this year. The actual expenditure last year was £347,000 and the vote for this year is only £379,000. Despite increased costs, marginal increases, and increases in the basic wage, this department is to receive

only £30,000 or £40,000 more than was spent last year, and that will hardly cover the increased costs.

I hope the Minister will give some thought to the training of natives, even if the farming community is the only community which will receive some benefit from that training. It would be much better to have the natives trained through the Education Department, or the Department of Native Welfare, at a cost of £3 or £4 a head per week than to train them in the Fremantle Gaol at a cost of £6 or £7 a week.

MR. J. HEGNEY (Middle Swan) [5.48 p.m.]: There are one or two aspects of the Minister's department to which I would like to refer in order to elicit some information. In the Governor's Speech this year the following paragraph appears:—

Plans for further improved safety in industry, both in private and Government undertakings, are well under way. It is pleasing to record the co-operation which has been received from both employer and employee organisations.

I am keenly interested in safety measures and, from the administration angle, I suppose that what I have just read would come under the Scaffolding Act.

Mr. Perkins: No; under the Department of Labour generally.

Mr. J. HEGNEY: When the Minister replies I would like him, if he can, to tell us what has been done in this connection, because it is of vital importance to industry in many ways. In many instances, of course, employers provide safeguards; and frequently employees take unnecessary risks and do not carry out the safety measures provided. Therefore I would be interested to know what the department is doing in this connection.

The other matter to which I wish to refer comes under the heading of Division 46. In this division which deals with monopolies and restrictive trade practices, it is noted that last year £8,782 was provided on the Estimates, but only £3,791 was spent. Of that amount, £3,724 was allocated for payment of salaries. Therefore, only £67 was spent on departmental activities. This year, no provision on the Estimates has been made for the continuation of this office.

Among the community there is considerable concern about prices; and, in fact, the Housewives' Association has prepared a petition for submission to members of Parliament to see whether something can be done in regard to stemming the rising prices. Some time ago a report was submitted to the Minister in this connection, but it was considered that there was no

case to be dealt with. When the Attorney-General introduced a Bill in regard to this legislation—

Mr. Watts: The Minister for Labour introduced last year's Bill.

Mr. J. HEGNEY: In any case I am referring to the time when the Labor Government introduced the anti-profiteering legislation which was supplanted by the monopolies and restrictive trade practices legislation. At that time fear was expressed that there was no control over the illegal trade practices and the restrictive trade methods which go on in the community. The Minister, when introducing the Bill, announced that the legislation would have a controlling effect. However, the fact remains that only £3,791 was spent on administration of the office, but this year it is not proposed to spend anything. If the Government's objective was to try to deal with these matters and to effect some control, this organisation should be kept going.

Mr. Perkins: The officers' salaries come under the ordinary Department of Labour vote.

Mr. J. HEGNEY: Apparently the office dealing with the control of monopolies and restrictive trade practices has been merged with the Department of Labour. In my opinion, it should be kept separate, because it is important that this organisation should remain in existence and carry on its activities.

Mr. Perkins: The last Act dealing with the control of prices and restrictive trade practices repealed the Act that was then in existence.

Mr. J. HEGNEY: But the monopolies and restrictive trade practices legislation is still in existence, is it not?

Mr. Perkins: No; that was the Act that was repealed.

Mr. Tonkin: There is no work entailed now, and therefore there is no expenditure.

Mr. J. HEGNEY: That is what I am concerned about. I know that the Minister's counterpart in the Commonwealth sphere has been promising to bring down similar legislation to our monopolies and restrictive trade practices measure, but nothing has been done as yet. However, for the protection of the community some such control should be in the hands of the Government.

Mr. Perkins: There is a registrar whose salary is paid by the Department of Labour; and other officers in that department assist him when required.

Mr. J. HEGNEY: I will leave the Minister to explain the matter in greater detail when he replies to the debate. At least under the Act that was repealed, there was an organisation in existence which looked after the interests of the community. In conclusion, I would like to ask the Minister

for Transport whether he is the spokesman in this Chamber for the Minister for Town Planning in another place? When he introduced these Estimates, was the administration of that department included?

Mr. Perkins: No.

Mr. J. HEGNEY: I have merely raised these matters from the point of view of interest.

Progress reported, and leave granted to sit again.

House adjourned at 5.55 p.m.

Legislative Council

Tuesday, the 22nd November, 1960

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The PRESIDENT took the Chair at 4.30 p.m., and read prayers.