

Association and asked those bodies to ensure that, wherever possible, when designing swimming pools, they be designed as safe as possible. To some extent I think those organisations have complied with my request.

I have noticed that one suggestion is that any pool more than five feet deep should have an electric light installed under the water. I do not think we need to go that far.

I am quite sincere when I say that I have already given instructions for the Local Government Act to be amended so that we can bring in a uniform by-law to deal with the fencing of swimming pools. I think this is the main problem. I suggest to Mr. Stubbs that if he will allow the Bill to stay at the bottom of the notice paper I will guarantee to bring in an amendment to the Local Government Act.

I think we can give Mr. Stubbs some credit for the amendment because he has brought the matter to Parliament and so to the light of day. Because of his interest some action will be taken by the Government and—I am sure by local authorities—to put the proposals into effect.

As I have said, we will not prevent drownings altogether, but if we save one or two lives then the effort will be worth while. On that basis I ask the honourable member to agree to my proposition.

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

House adjourned at 4.14 p.m.

Legislative Assembly

Thursday, the 9th October, 1969

The SPEAKER (Mr. Guthrie) took the Chair at 2.15 p.m., and read prayers.

QUESTIONS (27): ON NOTICE

1. TRANS.-TRAIN

Conductors

Mr. BATEMAN asked the Minister for Railways:

Is it intended that conductors working on the trans.-train between Perth and Kalgoorlie will be required to continue to Port Pirie?

Mr. O'CONNOR replied:

No alteration of existing arrangements is intended at the present time.

2. POLICE STATION

Meckering

Mr. McIVER asked the Minister for Police:

(1) Is the closure of the Meckering Police Station being contemplated?

- (2) If so, what are the reasons?
- (3) What was the total cost incurred in renovating the police quarters at Meckering?
- (4) If (1) is "Yes", what is to happen to existing police quarters?

Mr. CRAIG replied:

- (1) Yes.
- (2) Police protection for the district can be more effectively provided from Cunderdin and Dowerin stations which are being upgraded in strength for this purpose.
- (3) A contract was let in July, 1968, for repairs and renovations at a final cost of \$9,140.30. The work was completed in February, 1969.
- (4) The existing police quarters will be handed over to the Public Works Department for use of another Government department, or for letting.

3.

EDUCATION

Junior High Schools

Mr. McIVER asked the Minister for Education:

- (1) How many junior high schools have been constructed in Western Australia since January, 1961, and where are they situated?
- (2) What is the anticipated intake of school children at the Avondale Primary School, Northam, for 1970?
- (3) As the additional classrooms will not be ready for 1970, how does the department intend to handle the excessive increase?

Mr. LEWIS replied:

- (1) No junior high schools as such have been constructed in this period. The 14 junior high schools established since 1961 have all been upgradings of existing primary schools. These schools and years of establishment as junior high schools are—
1961—Nannup, Northampton.
1962—Darkan, Lake Grace.
1963—Carnamah, Naremben, Northcliffe.
1964—Dalwallinu, Port Hedland.
1965—Southern Cross.
1966—Kulin.
1967—Nil.
1968—Exmouth, Toodyay, Williams.
1969—Nil.
- (2) 420.
- (3) If the additional classrooms are not ready for February, 1970, classes could be temporarily accommodated at Northam Primary School.

4. RAILWAYS

Permanent Way Employees

Mr. McIVER asked the Minister for Railways:

- (1) How many permanent way employees are stationed at the following centres:—
Jennacubbine,
Goomalling,
Dowerin,
Manmanning?
- (2) Has upgrading of the track between Wyalkatchem, Koorda, and Mukinbudin been completed?
- (3) If so, what was the total cost of the project?
- (4) Is it contemplated shifting the Amery depot to either Dowerin or Kalannie?
- (5) If (4) is "Yes", when will the transfer take place?

Mr. O'CONNOR replied:

- (1) Jennacubbine—Nil. (This gang was disbanded on the 30th June, 1969.)
Goomalling—11.
Dowerin—9.
Manmanning—Nil. (This gang was disbanded on the 19th September, 1969.)
- (2) Re-railing with rail recovered from the Bellevue-East Northam section has been completed.
- (3) \$246,692. This excludes the value of rails transferred.
- (4) A proposal for more economic operation beyond Amery is being examined at the present time but no decision has been reached.
The establishment of Kalannie as an attended station has no bearing on decisions affecting Amery.
- (5) Answered by (4).

5. EDUCATION

Rockingham High School Site

Mr. RUSHTON asked the Minister for Education:

Relating to the site proposed for the building of the Rockingham High School—

- (1) In whose ownership is the land?
- (2) If the land is not already held by the department, when will the transfer be effected?
- (3) Are there any legalities or reasons why this land could not be available now for construction of the high school?
- (4) What is the acreage of the proposed site?

- (5) Is the proposed site considered ideal; if not, what unusual site preparation will be necessary before building commences?

Mr. LEWIS replied:

- (1) and (2) The site is Crown land being reserved for high school purposes.
- (3) The land is available for construction when required.
- (4) 20½ acres.
- (5) The site is considered satisfactory for this locality. No unusual site preparation is envisaged.

6. AIR TRANSPORT

Students

Mr. NORTON asked the Minister for Transport:

On an average over the past three years, how many free return air fares have been granted to students from—

- (a) Carnarvon;
 - (b) Exmouth,
- who are receiving their schooling south of Carnarvon?

Mr. O'CONNOR replied:

- (a) During the past three years free air travel between Carnarvon and the south has been granted to cover 239 return trips and 83 single trips. In addition free travel has been granted for 41 return trips and 16 single trips by bus.
- (b) In the same period the Exmouth figures were 61 return trips and five single trips by air. There were no applications for free bus travel.

7. EDUCATION

Exmouth School Additions

Mr. NORTON asked the Minister for Education:

- (1) Is the American Navy sharing in the cost of the additions to the Exmouth school; if so, by what percentage?
- (2) If "Yes", on what date did the Navy advise the Government and/or his department that the money would be available?

Mr. LEWIS replied:

- (1) Yes. The agreement provided for the United States Navy to supply half the cost up to a maximum of \$160,000. This represents 49 per cent. of the total cost of the extensions.
- (2) The 29th August, 1969.

8. EDUCATION

Carnarvon High School

Mr. NORTON asked the Minister for Education:

- (1) What was the enrolment at the Carnarvon High School in third year in 1967, 1968, and 1969?
- (2) How many students sat for their junior examination in 1967, and 1968, and how many are anticipated for 1969?
- (3) Has his department any record of the number of fourth and fifth year students from the Carnarvon district receiving boarding allowances to attend schools south of Carnarvon?

Mr. LEWIS replied:

- (1) 1967—49 (August figures).
1968—52.
1969—41.
- (2) 1967—30.
1968—41.
1969—31 (approximately).
- (3) The information is unavailable in the form requested. Students from Carnarvon High School attending Government senior high schools at fourth-year level have been—
1967—5.
1968—6.
1969—12.

9. WATER SUPPLIES

Greenhills and Bullaring Areas

Mr. GAYFER asked the Minister for Water Supplies:

What effect on the priority promise given to the Greenhills and Bullaring areas by his department will the recent announcement of water pipeline extensions have?

Mr. ROSS HUTCHINSON replied:

There has been no recent official pronouncement which will affect current planning for the Comprehensive Water Supply development.

10. HOSPITALS

Wooroloo

Mr. TONKIN asked the Minister representing the Minister for Health:

- (1) Has a commencement been made in moving patients out of the Wooroloo Hospital?
- (2) Is one particular patient who had suffered a nervous disorder some time previously and who had been responding well to treatment at Wooroloo being forced out of that hospital into accommodation at the Toodyay Hotel?

- (3) How many patients are at present in Wooroloo Hospital?
- (4) How many have been informed officially that they are to move out of the Wooroloo Hospital into other accommodation?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) No. This question, perhaps inadvertently, does imply a lack of humanity and understanding of patient needs; of this the staff at Wooroloo would be quite incapable. A medical practitioner of the calibre of Dr. Chappel and the staff which he controls would simply not act in the manner implied in the question. The facts of the situation are as follows:—

The patient referred to was expecting to go to Northam Hospital as her family lives in the Northam-Toodyay district. When plans had to be altered as Northam beds are not as yet available, the patient requested that somewhere be found for her to live in Toodyay. Northam has already been investigated and nowhere suitable found for her there.

The patient asked that several addresses be investigated. The Toodyay Hotel is prepared to make such facilities available and the patient is keen to go there. The Wooroloo social worker investigated it personally and she agrees with the patient that it should prove comfortable and suitable. It is the patient's family who are objecting. In the opinion of the medical superintendent this patient does not need hospital care.

- (3) 68.
- (4) All patients have been told. There would be a few incapable of comprehending.
Each patient and the alternative accommodation offered is investigated by the medical superintendent and the full-time social worker.

11.

LAND

Bunbury

Mr. WILLIAMS asked the Minister for Housing:

- (1) What area of land does the State Housing Commission own, or is in the process of purchasing, within 10 miles of Bunbury?
- (2) What is the location and acreage of each holding?

- (3) Under normal subdivision requirements what number of units would this area provide?

Mr. O'CONNOR (for Mr. O'Neil) replied:

- (1) The State Housing Commission owns 2,030 broadacres within 10 miles of Bunbury, and is currently negotiating for a further 120 acres.
- (2) (a) Bunbury South: 1,620 acres. Includes 120 acres under current negotiations.
- (b) Picton Locality: 530 acres. Includes 368 acres in the Shire of Dardanup.
- (3) It is anticipated that under normal subdivisional requirements, the land would provide some 7,500 single residential sites.

12. BUNBURY ESTUARY

Dredging and Reclamation

Mr. WILLIAMS asked the Minister for Works:

- (1) Is consideration being given to gathering the necessary ground information required, for dredging and reclamation, to improve the estuarial water area adjacent to the Town of Bunbury, west of the harbour development to the "plug"?
- (2) If not, why not?
- (3) If "Yes", when is it intended—
 - (a) to commence gathering the necessary information;
 - (b) that this action would be completed?
- (4) During the study will consideration be given to folding back part of the present low lying area, thus tidying up the foreshore and creating a greater water area?

Mr. ROSS HUTCHINSON replied:

- (1) No.
- (2) Not included in current planning
- (3) and (4) Answered by (1).

13. HOUSING

Withers

Mr. WILLIAMS asked the Minister for Housing:

- (1) What will be the total number of the various types of units in the Withers medium density housing project when completed?
- (2) What is the estimated cost of the total development and when is it expected to be completed?
- (3) How many of the various types of units will be available for purchase?

- (4) During this development will the commission build additional purchase homes in Bunbury should they be required?

Mr. O'CONNOR (for Mr. O'Neil) replied:

- (1) In the Withers Residential Park, it is expected that a total of 697 units of various types of accommodation will be provided.
- (2) A rough estimated total cost of development is \$6,500,000 over a building period of some five to six years.
- (3) There will be 104 traditional single dwelling sites. These would normally be available for purchase outright or by tenants in occupation.
- (4) Yes; subject to availability of land and finance.

14. TRAFFIC

Foreshore Car Parks

Mr. GRAHAM asked the Minister for Traffic:

- (1) Has he seen plans showing details of proposed car-parking areas on the city foreshore as are being considered by Perth City Council?
- (2) In any event will he obtain a copy for the information of members of Parliament?
- (3) Owing to the nature of possible development proposals and the public interest in the future of the city river frontage will Parliament be consulted before works are put in hand, or will it be left entirely to Perth City Council subject to the Minister's approval?

Mr. CRAIG replied:

- (1) No.
- (2) When available.
- (3) I have no doubt that the Perth City Council will make public full information on these proposals in due course and before seeking my approval.

15. ELECTRICITY SUPPLIES

Bunbury Power House

Mr. JONES asked the Minister for Electricity:

- (1) Will the planned alterations to the Bunbury harbour interfere with the railway line leading to the Bunbury power house?
- (2) If so, what are the proposals to transport coal to the Bunbury power house?

Mr. LEWIS (for Mr. Nalder) replied:

- (1) Yes—temporarily.
- (2) By the rerouted railway line.

16. COAL

Freight Concession

Mr. JONES asked the Minister for Industrial Development:

Will he advise when the same freight concession as contained in the Alumina Refinery (Pinjarra) Agreement was offered to the coal mining industry and who made the offer?

Mr. COURT replied:

My colleague, the Minister for Railways, and myself when holding that portfolio, have always made it clear that special freight rates for coal for export and similar expansions of trade are negotiable.

These negotiations would be on the same basis as for bauxite, alumina, and iron ore, etc., for which all factors of tonnage, physical and other characteristics of the commodity, distance, grade, financial assistance with locomotives, rolling stock, etc., are evaluated and freight rates struck. The same position still prevails.

17. PENSIONERS

Motor Vehicle License Concession

Mr. JAMIESON asked the Premier:

- (1) Has any recent consideration been given to providing a concession on licensing of motor vehicles owned by pensioners?
- (2) If not, will some further consideration be given to this problem as many pensioners now owning motor vehicles for shopping and other domestic purposes are finding the high rates for vehicle licensing a financial embarrassment?

Sir DAVID BRAND replied:

- (1) Yes. The matter is again being considered.
- (2) Answered by (1).

18. LAND

Conditional Purchase Land

Mr. JONES asked the Minister for Lands:

- (1) Was he correct in advising me on the 2nd October, 1969, that Yilgarn Locations Nos. 659 to 662, 664 and 665, were forfeited?
- (2) Was it not a fact that the leases in question were withdrawn from option before the closing date?

Mr. BOVELL replied:

- (1) Yes, absolutely correct. Special lease 3116/3556, registered in the name of Leslie Robert Henderson,

was forfeited back to the Crown by notice in the *Government Gazette* of the 24th January, 1969.

- (2) Following forfeiture referred to, applications for a further lease were invited, but these locations were subsequently withdrawn from leasing by notice in the *Government Gazette* of the 9th May, 1969.

19.

BUDGET SPEECH

Details

Mr. BERTRAM asked the Treasurer:

Relevant to his Budget Speech—

- (1) What percentage of growth in population per annum is aimed at by the Government and on what criteria is that percentage based?
- (2) What was the percentage of natural increase in each of the States during the last five statistical years?
- (3) How many of the wage and salary earners for each of the five years ended the 30th June, 1969, were males; how many were females; and of the females how many were married women?
- (4) How much of the personal income for the last financial year estimated at \$1,450,000,000 is a reflection of the loss in the value of money or inflation?
- (5) How much of the rise of 7.6 per cent. in personal income per head is attributable to the loss in value of money or inflation?
- (6) Will he state in tabular form and in thousand dollar rests the personal income of Western Australians for each of the last five statistical years?
- (7) How much of the 47 per cent. increase in five years in the average weekly earnings is attributable to the loss in value of money or inflation?

Sir DAVID BRAND replied:

- (1) We aim to achieve the highest possible rate of growth.
- (2) The percentage of natural increase in each State over the last five years was—

	1964-5	1965-6	1966-7	1967-8	1968-9
New South Wales	0.95	0.93	0.90	0.91	N.A.
Victoria	1.15	1.12	1.15	1.15	N.A.
Queensland	1.23	1.14	1.13	1.15	N.A.
South Australia	1.16	1.11	0.99	1.01	N.A.
Western Australia	1.19	1.17	1.30	1.31	1.36
Tasmania	1.32	1.19	1.15	1.21	N.A.
	N.A. Not available				

- (3) The numbers of wage and salary earners in civilian employment in Western Australia at the 30th June in each of the last five years were:—

	Males	Females
1965	171,500	62,700
1966	180,700	68,000
1967	183,900	72,400
1968	198,100	78,700
1969 (Estimated)	207,700	86,500

No information is available as to the proportion of females who were married.

- (4) It is not possible to answer this question.
- (5) The Consumer Price Index increased by 2.6 per cent. over the year.
- (6) Personal income in Western Australia in each of the last five years was—

	(\$'000)
1964-65	918,000
1965-66	1,077,000
1966-67	1,177,000
1967-68	1,295,000
1968-69 (Estimate)	1,450,000

- (7) Over the same period, the Consumer Price Index has increased by 17.5 per cent.

The honourable member is advised that much of this and other information he seeks through parliamentary questions is available in published form in the Parliamentary Library.

Mr. Tonkin: Why don't you get Treasury officers to look it up?

Sir DAVID BRAND: That only puts up the cost. Whilst I am on my feet, I would point out that there are very highly paid Treasury officers seeking this information which, as all members will agree, is available to them if they want to take advantage of it.

20. WATER DRILLING

Stratologs of Soil Structures

Mr. McPHARLIN asked the Minister for Water Supplies:

- (1) Are the water boring contractors and Government plants operating in drought declared areas keeping stratologs of soil structures?
- (2) If not, why not?
- (3) Would it not be possible to obtain this information while these boring plants are in use?

Mr. ROSS HUTCHINSON replied:

- (1) Yes.
- (2) and (3) Answered by (1).

21. WATER SUPPLIES

Desalination

Mr. McPHARLIN asked the Minister for Water Supplies:

- (1) What research is being carried out in Western Australia into the desalination of water?
- (2) Does the Commonwealth Government provide any finance to allow extensive research programmes to be carried out?
- (3) If not, has any request been made for finance for this purpose?

Mr. ROSS HUTCHINSON replied:

- (1) Over the past 12 months the Public Works Department has carried out appraisal tests on two small commercial reverse osmosis plants.

For some years the department and C.S.I.R.O. have been testing a large solar still at Muresk. This still was developed by C.S.I.R.O.

- (2) The Commonwealth provides limited finance to C.S.I.R.O. and the Water Resources Council for small scale research projects, which have particular relevance to Australia.
- (3) Answered by (2).

22. RAILWAY CROSSINGS

"Stop" Signs

Mr. GAYFER asked the Minister for Railways:

- (1) Who made the decision to erect "Stop" signs at railway crossings in the country areas?
- (2) Why were shire councils not notified before these signs were erected?
- (3) Is it necessary now that all vehicles stop before crossing any railway crossing in Western Australia?
- (4) (a) Has this method of warning been now taken because of a backlog in the supply of warning flashing lights; or
(b) has it been found that the brilliant reflectorised signs at railway crossings recently erected in most country areas have been ineffective?
- (5) How many railway crossing accidents have taken place in country areas during each of the last three years?
- (6) How many of these were fatal?
- (7) In which States of Australia is it compulsory to stop at railway crossings before passing over them?

Mr. O'CONNOR replied:

- (1) and (2) Cabinet agreed to the provision of "Stop" signs as recommended in the report submitted by

the Railway Crossing Protection Committee and local authorities were forwarded copies of this report which contained information regarding the proposed siting of "Stop" signs.

- (3) No, except as provided in Road Traffic Code Regulation 901.
- (4) (a) No, but for a limited number of crossings where flashlights are proposed, "Stop" signs are being provided as an interim measure.
- (b) No, such signs provide a warning only; they are not regulatory.
- (5) and (6) Accidents between trains and road vehicles—

Calendar Year	Accidents including Fatalities	Fatalities
1966	24	3
1967	26	5
1968	15	1
	65	9

- (7) Not known.

23. RAILWAYS

Tender for Wagons

Mr. BRADY asked the Minister for Railways:

- (1) Was a tender recently accepted by the Government for building 135 wagons for the standard gauge railway?
- (2) What was—
- (a) the amount of the tender;
- (b) the name of the successful firm and State located?
- (3) What was the price of the nearest tender from Western Australia, if any?
- (4) Could these wagons be built at the Government workshops?

Mr. O'CONNOR replied:

- (1) Yes.
- (2) (a) \$1,281,984.
Free on rail, Woodville, South Australia.
The price free on rail in W.A. is estimated at \$1,365,764.
- (b) Mechanical Handling Ltd., South Australia.
- (3) \$1,404,000, free on rail, W.A.
- (4) Yes. However, the vehicles are being supplied for the standard gauge project under the provisions of the Railway Standardisation Agreement (W.A.) Act No. 67 of 1961.
- The Commonwealth Minister for Shipping and Transport has insisted that public tenders be called for all rolling stock to be supplied under this agreement.

The W.A. Government Railways tendered for the vehicles but was not the lowest tenderer.

24.

ROAD GRANTS

Concessions to Local Authorities

Mr. CASH asked the Minister for Works:

Having regard to the flexibility permitted him under the provisions of the road grants legislation, what concessions to local authorities have recently been made by him in the administration of the distribution of road grants, particularly with the "matching" provisions?

Mr. ROSS HUTCHINSON replied:

The following concessions have been made with a view to easing the matching requirements for local authorities:—

- (a) Local authorities are permitted to deduct expenditure from loan funds on road plant or plant depots from the expenditure from their own resources in calculating the base expenditure figure.
- (b) Local authorities have been permitted to carry over expenditure in excess of the base amount—that is base grant plus quota—and this carry over may be counted as expenditure for matching purposes in succeeding years.
- (c) Local authorities may charge a reasonable proportion of their administrative expenditure to road works.

25.

TAXI DRIVERS

Commission Basis

Mr. DAVIES asked the Minister for Transport:

- (1) Is the report in *The West Australian* of the 7th October, 1969—attributed to him—in which he is reported as saying, *inter alia*, "Drivers who did not own taxis would be required to drive on a commission basis—instead of under lease arrangements—to get more use from the 230 taxis now on lease", correct?
- (2) If so, does the Government or Taxi Control Board have the power to compel this?
- (3) If not, does either intend to assume this power?
- (4) Would such a move be consistent with "free enterprise" philosophy?

Mr. O'CONNOR replied:

- (1) Yes.
- (2) Yes.

(3) Answered by (2).

(4) All commercial undertakings which are required by law to be licensed, must comply with certain trading conditions and hours of operation with the object of giving maximum service to the public and protection to employees.

26.

RAILWAYS

Government Workshops

Mr. BRADY asked the Minister for Railways:

- (1) Is all plant and machinery at the Government Railway workshops being used to capacity?
- (2) Is the workshops fully manned?
- (3) What shortage of tradesmen exists at present?
- (4) Are all sections of workshops on overtime work at present?

Mr. O'CONNOR replied:

- (1) No.
- (2) No.
- (3) Vacancies exist for tradesmen in most categories with emphasis on boilermakers, mechanical and electrical fitters.
- (4) Overtime is being worked in the metal trades sections but is not economically justifiable in the wood working sections.

27.

NATIVES

Conviction at Kalgoorlie

Mr. BRADY asked the Minister for Native Welfare:

- (1) Was a native recently sentenced to a gaol term at Kalgoorlie on the wrong police record, as reported in *The West Australian* of the 29th September, 1969?
- (2) As several letters appearing in *The West Australian* indicate the wrong sentence was given, will he state if the Minister for Justice has been asked to amend the sentence?

Mr. LEWIS replied:

- (1) and (2) It is true that in the court case referred to a wrong police record was inadvertently produced. However the penalty for a first offence of this nature ranges from one month to 12 months.

After a review of the circumstances of the case the Minister for Justice recommended to His Excellency that the balance of the sentence be remitted and this was approved.

QUESTION WITHOUT NOTICE

TRAFFIC

Foreshore Car Parks

Mr. GRAHAM asked the Minister for Traffic:

Adverting to question 14 on the notice paper—

- (1) Will he endeavour to obtain plans from the Perth City Council showing the proposed car parking structures on the Perth foreshore?
- (2) Will he answer the third part of my question; namely, whether it is proposed that Parliament will be consulted before a commencement is made of a three-tiered or any other form of structure on the Perth foreshore?

Mr. CRAIG replied:

- (1) and (2) I understand I did reply to the question asked by the Deputy Leader of the Opposition, because I said I had not yet seen the plans.

Mr. Graham: That is so, but will you endeavour to obtain them?

Mr. CRAIG: I also answered the third part of his question by saying that the information would be made public. If the information is made public, surely this includes members of Parliament? However, I can assure the Deputy Leader of the Opposition that when the plans are available I will endeavour to obtain them; I have not seen them, but when I do I will make them available.

Mr. Graham: Will you ask the City Council if that can be done?

The SPEAKER: The question asked by the Deputy Leader of the Opposition is not answered. The question was: Will Parliament be consulted before works are put in hand, or will the works be subject to the Minister's approval?

Mr. CRAIG: Definitely not.

Mr. Tonkin: It would be contrary to policy.

Mr. CRAIG: Who is answering the question? I am; or is it being answered by the Leader of the Opposition? The project does not require parliamentary approval. There is a principle involved. If parliamentary approval was required in this instance a principle would be established that could be applied to any other building project. If this principle did apply, one can imagine the chaos that would occur. No Minister in

his right senses would give approval to a project that was overwhelmingly opposed by the public and members of Parliament.

Mr. Graham: I wonder!

Mr. Tonkin: What about the snake that used to be right along Stirling Highway?

Mr. CRAIG: The Leader of the Opposition should stand on his feet and ask his question.

PLASTERERS' REGISTRATION BILL

Introduction and First Reading

Bill introduced, on motion by Mr. Jamieson, and read a first time.

IRON ORE (DAMPPIER MINING COMPANY LIMITED) AGREEMENT BILL

Second Reading

Debate resumed from the 2nd October.

MR. BICKERTON (Pilbara) [2.39 p.m.]: The proceedings seemed to get a little heated towards the end of question time, and I hope the Minister for Industrial Development and I can get along more amicably. This Bill, and the one next on the notice paper are so much akin it is rather difficult to deal with one without touching on the other.

Members may realise that the first two measures in the Orders of the Day on the notice paper will bring about alterations and additions to two agreements which have already been ratified by this Parliament. They were the Iron Ore (Cleveland-Cliffs) agreement, and the Iron Ore (The Broken Hill Company Proprietary Limited) agreement which is being operated by Dampier Mining Co. Ltd.; therefore most of the debate on those two agreements took place in 1964. All we are dealing with at this stage are some alterations to enable these projects to get off the ground.

Under the 1964 agreement, Dampier Mining was obligated to operate under certain conditions the Deepdale iron ore leases, and the Cleveland-Cliffs organisation was obligated to operate the Robe River iron ore leases. One of the two measures before us contains a new agreement which is brought about by the operations of Dampier Mining; and the other contains an amendment to the 1964 Cleveland-Cliffs agreement. The Minister should explain again why one measure contains a new agreement and the other contains an amendment. He did make a passing reference to this: that during the course of the negotiations, two legal luminaries could not agree, so he satisfied both by allowing each to have his own way; but for the life of me I cannot see why the two measures have been brought down in different forms.

It might be appropriate at this stage to remind members that when we are talking about Dampier Mining, we should not be confused by thinking that the Dampier town or portsite belongs to it; the portsite belongs to Hamersley Iron and not to Dampier Mining.

I remember that when the name of this town was changed from King Bay to Dampier I did mention that as there was already in operation the Dampier Mining Co. the change would bring about a considerable degree of confusion, particularly to the postal authorities. I think that in future this confusion will be increased, because we will have the Dampier Mining Co. operating at Cape Lambert which is a short distance away from Dampier, and we will have the port and the township of Dampier which are being operated by the Hamersley group.

Mr. Lapham: Can the difficulty be overcome?

MR. BICKERTON: I think the difficulty could have been overcome by not creating the confusion in the first place; that is, if the Nomenclature Committee had not insisted on changing the name from King Bay to Dampier. We now have the Dampier Mining Co. at Robe River, Dampier Mining at Cape Lambert, Dampier Mining at Dampier, the town of Dampier, and Dampier Salt.

Mr. T. D. Evans: And also at Koolyanobbing.

MR. BICKERTON: I still think it is not too late to change the name of the town back to King Bay. When the Minister introduced the measure this matter was raised. At the bottom of page 1202 of *Hansard* of this year the Minister for Industrial Development said—

However, it looks as though we will get large-scale limonitic deposits into production on a commercial basis. The benefits will not only be the establishment of a pellet plant industry at Dampier but, more particularly, the feeding of this ore into world markets will take some of the pressure off the high-grade hematites.

I assume that should be the pellet plant at Cape Lambert.

Mr. Court: That is right.

MR. BICKERTON: I have no doubt that the use of the name "Dampier" created the confusion. However, at this stage we are stuck with it, but I predict that more confusion will arise.

By a strange coincidence these two companies—B.H.P., through its subsidiary Dampier Mining, and Cleveland-Cliffs—have come together at this stage to make the project a working proposition. They were the companies involved in the two agreements of 1964, and we thought they would form a joint venture eventually for the production of the iron ore at the

Deepdale and Robe River areas. However, at that stage B.H.P. became involved in the Mount Newman project, and a Mr. Ludwig became interested in the Cleveland-Cliffs project. It would appear that Mr. Ludwig's idea was that the reserves were not sufficiently large for a long-term project to be undertaken, or for as long a term as he thought the project should be. Therefore when he withdrew, and B.H.P. through its subsidiary, Dampier Mining, became interested again in this matter, it was possible for Dampier Mining to agree to certain tonnages from its leases at Deepdale to be made available to Cleveland-Cliffs at Robe River, and so dispel any fears that might have arisen in the world markets. That fear might have been created by Mr. Ludwig's statement.

In effect it means that B.H.P. or its subsidiary, Dampier Mining, will create certain reserves for Cleveland-Cliffs in return for certain favours to Dampier Mining; and that is the purpose of the two measures before us—to put into legal jargon the rights and powers of each of the parties in relation to one another, and also the rights and powers of those companies in relation to the State of Western Australia.

Much of what has to be said on the aspect of the leases was said in 1964. We dealt with the areas involved. It was thought at that stage that the port should be established at Cape Preston, and that possibly the town of Onslow would benefit from the B.H.P. leases. Now the outlet has been changed to Cape Lambert, and apparently that requires a new agreement or an amendment of the legislation.

I would like to read what the Minister for Industrial Development said in 1964 concerning this project, and I remind members that in that year we were discussing the possibilities of a joint venture by the same two companies. On page 2816 of the 1964 *Hansard* the Minister for Industrial Development, after discussing various deposits in the Deepdale and Robe River areas and the possibility of a joint venture, is recorded as having said—

With this in mind, provision has been made under clause 14—the variations clause—for the Government to approve a proposition which would provide for joint operations which would meet the commitments of both companies' agreements and no doubt produce a much more economical result.

The Minister was then apparently of the opinion that under that variation clause he had the power now sought; and, as I see the position, I believe he had, and that is why I wonder why these agreements are before us today. I am not complaining about the fact that they are here. I have always advocated that when amendments are made, Parliament is the place to bring them; though I am quite happy about the

arrangement as it stands. But I still believe that under the 1964 agreement power existed for the necessary alterations to be made without these measures having to come to Parliament. It is just that I am curious to know why that variation clause was not utilised.

Going through the agreement now before us, clause by clause, I can find nothing objectionable as far as I am concerned. All the clauses appear to me to be necessary to bring this project to fruition; and as the Bill does not contain the controversial clauses we normally spend so much time on, because they are in the original agreement—and B.H.P. and Cliffs still have certain commitments under the 1964 agreement—and we debated them to the extent of our legal knowledge at the time, there is no sense now going back over the same ground to point out any objection there may be in the principal Act which embodies that agreement.

This project has taken a long time to reach this stage. It has some years ahead of it, of course, with all the railway lines to be built as well as the port facilities, pelletising plants, and further testing, etc. But it is pleasing to me to see that it has reached this stage. It is a project which has been in great doubt from time to time and there appear to be many reasons for this including a different type of ore and a lower grade of ore with a higher moisture content, and consequently the ore needs specialised treatment before it is readily marketable. All this has, no doubt, been one of the reasons for the delay in this project, because the same delay has not occurred in connection with many of the other projects.

It is gratifying to know that at last these leases will be utilised and that the project will, as the Minister has pointed out, conserve for a little longer some of our higher grade hematite deposits which are being directly shipped at present.

The other advantage of the project is that it has attached to it a pelletising industry, and this will bring a type of secondary industry into the area. This appeals to me much more than seeing our ore exported as direct shipping ore.

There has been considerable speculation in the area from time to time concerning where the port would be established for this project, and now that Cape Lambert has been settled on, I think this will ease the minds of many people and many lighter industrial groups which are looking forward to establishing themselves in the area, but which have been unable to finalise any plans because of the uncertainty of the location of the actual port site.

I might mention to the Minister at this stage that when I was in Roebourne a week or so ago some of the local boat charter people had to take officials from B.H.P.—I do not know whether any

officials from Cliffs were amongst them—to inspect a possible port site at Cape Legendre, just north of Dampier. This has started rumours—and the Minister will know how fast rumours travel in these areas—concerning whether even at this late stage the port site might be changed from Cape Lambert to Cape Legendre. I think it would be a great help if the Minister could give an assurance that this will not be the case, because, as I said previously, the speculation up to date has been more than sufficient without any more occurring.

Mr. Court: I agree.

Mr. BICKERTON: The possibility that the port site might be altered seems to be strengthened by the fact that Dampier suspended its workings on its new port at Intercourse Island—I know some people are trying to change that name—and this also created speculation as to whether B.H.P. would have some form of port facilities jointly connected with the Hamersley company. If Dampier Mining Company and Dampier had the same port ultimate confusion would reign. I mention that in passing, but I do think it would do some good if the Minister would assure us that the port will not be changed at this late stage from Cape Lambert.

There is a small matter I would like to raise. I mentioned earlier I would not take a great deal of time on this Bill because we went through all the clauses in previous debates; but I would like to mention again the pastoralists' side. This project will involve railway lines passing through many pastoral properties. I cannot see any interference occurring to the pastoral industry in the Cape Lambert area, but the actual operations at the lease end, and concerning the railway line, will still cause some differences of opinion.

Rather than go through what we have experienced under other agreements, I believe it would be wise if the Minister had someone in his own department directly responsible for negotiations between pastoralists and the companies whenever these little differences of opinion occur. Some sort of an arbitrator may be able to sort things out very simply. This would be preferable to dissension, which seems to have crept in, unfortunately, over some of the other projects.

There is the matter of dust. We are entering a new project here and we all know the dust problems experienced already in other places. We can readily realise the reasons for the dust, especially if we know anything about iron ore.

We have had assurances, as the Minister well knows, from the companies that there will be no dust problem; but we know that in Port Hedland a very real dust problem exists. Full credit should be afforded the companies which have spent considerable sums of money in an endeavour to overcome the problem, but to the best of my knowledge the problem still exists.

Stockpile areas are always a source of dust. Water can be utilised to keep the dust down at, say, transfer points from one elevator belt to another, from a loader onto the elevator belt, and from the elevator belt into the hold. These transfer points appear to be places where the dust can be arrested by the use of some degree of moisture. However, when it comes to the stockpiles themselves the situation becomes extremely difficult. The outsides of the stockpiles can be sealed, it is true; but sooner or later the stockpiles must be dug into and, as soon as this occurs, and the wind blows, the dust problem becomes extremely acute.

To my way of thinking dust will always be associated with mining to some degree, as will noise. This makes it essential that when establishing these projects they should be kept as far as economically possible from the residential areas. With all the lessons we have learned from other projects it should be possible to avoid the dust problem on the present one. I hope the Minister has someone watching, on the planning side, because it would be regrettable if a brand new industry was established, miles from anywhere, and the residential area was built close enough to the industrial area for people to be inconvenienced with the dust problem. Once the area is established it will be too late, so I bring the problem to the notice of the Minister.

The iron ore companies are now getting under way and they are receiving leases in exchange for their temporary reserves. Leases mean money to shire councils, and I again want to remind the Minister that his committee is still sitting on that egg. To my way of thinking; the committee still has not come up with any solution. Briefly, that means the companies are leasing land and not paying rates to the local shires. Anyone else who takes up a mining lease is obliged to pay rates.

The iron ore company leases are, at the present time, subject to an investigation by a special committee which has been sitting far too long without reaching a conclusion. I take this opportunity, again, to ask the Minister when he expects the committee to reach a conclusion, or when he is going to sack the committee—which-ever is the quicker.

Whilst discussing lease fees I will refer to royalty fees. It would appear there are some problems regarding royalty payments, and millions of dollars are involved. Apparently there is a loophole in a present agreement and I would ask the Minister if he is quite happy, in his own mind, that a similar disagreement cannot occur between the two companies and the Government—as is the case between the defaulting company and the Government—with regard to the agreement now being discussed. I am particularly interested to

have a guarantee from the Minister in connection with those four points I have mentioned. I will not delay the House further on this particular agreement. There are a couple of matters to which I wish to refer when discussing the next agreement.

I finalise my remarks by saying I am happy that the venture appears to be a going concern. I think the people in the area are very happy about the venture. No doubt, we will have some complaints as we proceed. I feel a little sorry, perhaps, that Onslow—through all sorts of circumstances—has not been fortunate enough to share directly in the iron ore projects as would be the case if a sizeable port was established in the area. However, I also know some people in Onslow who would be quite happy to have Onslow remain as it is; and sometimes, when one gets around the existing port sites, one is inclined to agree with them.

Mr. Davies: Is not Onslow blown away occasionally?

Mr. BICKERTON: No more than any other north-west town. Onslow just receives cyclones two or three times in a row; we cannot avoid them. As a matter of fact, the cyclones have been one of Onslow's biggest industries because they have created quite a bit of work in the town.

Mr. Davies: Does the Government take the credit for that industry at Onslow?

Mr. BICKERTON: The Government can have the credit as long as we get the industry. I do think that both organisations concerned in the present agreements should, perhaps, be a little more grateful to this Parliament than have the other iron ore companies already established. The Government and Parliament have been quite tolerant as far as the leases are concerned, and the companies have been able to hang onto them for a long time. At no time has it ever been suggested that the companies should not hold the leases. However, I know the Government has to co-operate, and no doubt, with the object of achieving a going concern, it assists the companies in their negotiations overseas.

Perhaps when the companies have their opening ceremonies they might say a word of praise about the Parliament of Western Australia—as well as about the Minister involved—regarding the tolerance shown in these matters. I support the Bill.

MR. BRADY (Swan) [3.6 p.m.]: I desire to say a few words on this Bill. A number of matters have occurred to me regarding the overall position of the iron ore companies, and they have also been referred to by the general public. Parliament is the place in which to refer to such matters rather than in other places where they do not receive very much attention.

I agree with the member who has just resumed his seat. These agreements have been coming before this House since as far back as 1964. As far as I can see, the Minister has, with regard to the present agreement, set out to protect the best interests of the State. That appears to have been the situation with regard to all the agreements which have been brought to this House and subsequently approved.

As I see the position there will be a form of rationalisation between Cliffs International Inc. and Dampier Mining Company. The port facilities and the rail facilities will, to some extent, now be used by both companies. This, of course, could have decided advantages for the respective companies, and it would consolidate the position of those companies.

It is pleasing to know that as a consequence of the new arrangement 125,000,000 tons of pellets and prepared sinter fines will probably be produced earlier than was at first thought in regard to this area. The State will be able to collect the royalties much sooner. Of course, we have to remember that as a consequence of the present arrangement to manufacture pellets and treat iron ore fines, a much smaller royalty will be obtained. However, if in the meantime considerable employment is created and the economy of the State, as a whole, benefits from the arrangement, then I do not think we should object to the arrangement.

I do not suppose there has ever been before this Parliament a Bill concerning an agreement containing so few clauses.

The first clause cites the short title of the Bill. The second clause has two sub-clauses, the first of which states that the agreement is to be ratified. Other agreements of this nature have been before Parliament in recent times, and the clauses in the Bills seem to be getting smaller. I would like to see a further schedule added to such agreements in the future setting out information in regard to the locations and the areas which are involved.

Anyone looking at the schedules to these Bills will find nothing in regard to acreages or the part of the State in which they are located. Neither is there anything in the agreements to show the composition of the companies concerned; that is, the names of the holding companies, the names of the parent companies, and so on, and whether they are subsidiary companies. I think it would be helpful to the members of this Parliament who have to ratify such Bills and agreements if they were given a great deal more information than they are at the moment.

Let me remind the House that in recent years—in the last four or five years—we have passed Bills dealing with Mount Goldsworthy, Hamersley, Dampier, Mount Newman, and Cleveland-Cliffs; and references have been made to Wittenoom Gorge, and Hancock and Wright. Articles have

appeared in the Press relating to the interwoven activities of some of the companies concerned, and this position is borne out here this afternoon with regard to the joint venture which is being formed.

I was surprised to read in the paper the other day that the main companies involved at Hamersley are Conzinc Rio Tinto and Kaiser, an American company, which is the second biggest shareholder. We find that B.H.P. has a great deal of interest in the Dampier operations, and C.S.R., Amax, and a number of other companies are interested in the Mount Newman project. I believe a Japanese company also has an interest in that project.

So it would be ever so much simpler if we laymen in the mining field could be given more information. I do not think it would cost a great deal to have this information made available, when we have regard to the magnificent returns and benefits which the companies concerned will derive as a consequence of these agreements. So I would like the Minister to try to give us a great deal more information in the future than we are getting at the moment in regard to locations, areas, interweaving of the companies, and such other matters in respect of which information can be made available, because this would be of the utmost value to the members of this Parliament in the distant future and, to some extent, probably in the near future.

If one follows the trends in regard to the mining industry, one will have read in the paper that another war might be declared regarding the activities in the north. This will be a commercial war. An article appeared in yesterday's Press in which a Mr. Tanabe is reported to have said that there is likely to be a war between the Japanese steel interests and the Australian steel interests because of the great amount of steel which will be manufactured in Japan and which could be manufactured in Australia in the near future.

We know that B.H.P. is stepping up its steel production, and we know an English company has recently shifted to New South Wales. One of the things which causes me regret when agreements are before us is that we have not been able to influence any English, or even South African, steel companies to come to Western Australia to step up the use of our raw materials.

I thought I would refer to these matters this afternoon when these Bills were before us, because I feel it would be very advantageous if the Parliament was given the fullest amount of information that the Minister could make available in regard to the tie-up of the companies, the areas concerned, the acreages concerned, and the arrangements in regard to international finance.

I read in the Press today that the value of exports from Japan now exceeds £13,000,000,000 whilst the total of exports from England amounts to only £13,400,000,000. So it looks to me that the very small island of Japan to the north of Australia is forging ahead at a tremendous rate.

I understand that the Minister is about to leave us and travel to America to deliver a paper to American commercial and industrial interests. I would like the Minister to let us have a copy of his paper either before or after he leaves so that we may learn his thinking in regard to the exploitation of the raw materials in the rich north-west part of our State.

Mr. Cash: What a ridiculous comment.

Mr. BRADY: Of course, the member for Mirrabooka is entitled to his thoughts, and I would like to hear what he thinks in regard to the Bill which is before us at the moment, and the one which is to follow regarding Cleveland-Cliffs. After all, it is Western Australia's raw materials which are being sold to international combines; they are exploiting our resources, and we will obtain a minimum return.

I would much prefer to see our raw material processed into steel here in Western Australia so that the State would, in connection with the production of steel, receive the maximum return and benefit to the economy. I believe the Minister is doing the right thing by the State as he sees it. I would like him on some occasion in the near future to give the Parliament an idea of what he estimates to be the extent of the iron ore resources in the north-west corner of our State; the amount of this raw material that has been pledged to local and overseas companies; and what remains for us to exploit in the event of overseas companies from England, South Africa, or America—or even our own Australian companies—wishing to establish themselves in the steel industry in this State.

These are some of the things that occur to me. We know that the greatest and most powerful interests in America are the steel interests. As a matter of fact at the moment there is quite a war in progress in that country among them. We have one company buying up another while some are trying to beat others to the raw material that might be available. There is also tremendous competition among these steel companies to obtain shipping and exploit the raw materials that are available. I thought this might be a fit time to mention this aspect.

Let us all realise just what is going on in America. We must not lose sight of the fact that perhaps the greatest financial magnate of our time—and I refer to Andrew Carnegie—rose to fame as a consequence of his interest in the steel industry. These interests have been passed

on and we now have people like Mr. Kaiser visiting Australia to give an address. We also have visiting us the most recent American ambassador to Australia, Mr. Rice, who possesses a great knowledge of mining and steel activities in America. The fact that they should be in Australia or Western Australia at a time when we are passing these Bills seems to be rather significant.

So much for the international scene as it relates to raw materials and the steel industry. In Japan today we find that ships are being built to carry 276,000 tons of cargo and it is envisaged that in the near future they will carry 380,000 tons. At one time we never dreamed that this could be possible.

I have not mentioned the amount of steel that would be required to keep up the activities of this country and I also have not referred to the great royalties we could expect in the future if we did not tie our raw materials down for all time. It is important that we should think of these things. While talking about raw materials I am rather disappointed to find that no reference is made in some of these agreements to the local nationals being absorbed in employment in these industries.

We have had a number of agreements pass through this House in connection with the raw materials of the north-west and it would certainly have been good to see a clause inserted ensuring that our Aboriginal population would be absorbed in the industry to some extent—even on a basis of, say, 3 to 5 per cent. This would enable the young Aborigines to play their part in the scheme of things and it would prepare them for the future. I do not say that all the companies are not engaging Aborigines, because I believe some of them are. With all this wealth of raw material being tied to international and overseas companies, I would like to see some provision made and a specific clause inserted in these agreements ensuring the employment of our natives in the north-west.

I have been to the airstrips adjacent to the operations of some of the companies in that area and I have been amazed to see the lack of amenities provided. One could land on an airstrip in the north-west quite close to where some of these companies are operating and find it impossible to get a drink of water—there is no water for the passengers. No toilet facilities are available and it is impossible to find a seat anywhere. All that one can see is possibly a drum and a sock which is intended to indicate that there is an airport at that spot.

In this day and age with the tremendous amount of traffic moving backwards and forwards to the north-west a great deal more might be done for the travelling public, particularly for those who might be coming down on the airstrips adjacent to the activities of some of these mining companies.

Last, but certainly not least, I would like to refer to the industrial troubles that have arisen from time to time. I have been rather saddened to read in the paper of the great amount of industrial trouble that has occurred in a number of these mining operations. I find such a situation quite deplorable. We have some of the wealthiest companies in Australia, and perhaps some of the wealthiest companies in the world, exploiting our raw materials, and yet we find no consideration being given to the human factor. This is indeed a sad state of affairs.

In some cases we find single and married men living under great difficulties and being shown a minimum of consideration in regard to their housing accommodation and facilities generally. Their working conditions, in many cases, certainly leave a great deal to be desired.

I mention this for the benefit of the Minister in the hope that when he goes overseas he will impress upon the commercial and industrial magnates in the countries he visits that we have now broken the ground in the north-west and we expect a more humane approach to the problems of the people who are doing the hard manual work in connection with these industries.

I believe the member for the district has said that in the main these agreements simply step up the activities we have had in connection with the industries. The agreements set out certain requirements which are necessary when two companies come together in a joint venture.

As I have said before, the Minister is doing his best to protect the interests of the State and to see that, in the event of the failure of one or other of the companies, the State's interest will be safeguarded. I must say, however, that in turn the Minister also appears to be setting out to ensure that the interests of the respective companies are also looked after.

It is now well established that production in the north-west corner of the State has reached about 23 per cent. or 24 per cent. of the State's export value as compared with five or six years ago when it amounted to two or three per cent. It will be seen therefore that the mining activity in the north means a considerable amount to Western Australia. These activities may also help to fill the gap caused by the drought in the primary industries of the State; they may be instrumental in absorbing those who might be unemployed, and no doubt they will help the machinery firms which are beginning to feel the pinch in the agricultural industry.

I support this agreement with the Dampier Mining Company Limited which is now before the House but I would like the Minister to indicate somewhere along

the line—perhaps in one of these agreements, or in a separate paper to the House—the overall position in connection with the raw materials that are available and which are to be exploited as a consequence of the agreement. Perhaps he could tell us the locations and acreages of these raw materials which, by agreement, have been handed over to the various companies. I hope the Minister has some success in his trip overseas, and we wish him well. We hope that for the benefit of the State he will be able to influence other commercial and industrial activities to come here and that as a result the affluent society will arrive and continue, and all sections of the community will benefit.

MR. COURT (Nedlands—Minister for Industrial Development) [3.31 p.m.]: I thank the two honourable members for their support of the Bill. The member for Pilbara, who was leading the debate for the Opposition, raised a number of matters on which he wanted comment from me.

One was in connection with the different format of the agreements. I refer to the Dampier Iron ore agreement and the Cliffs Iron ore agreement. It is a fact that one measure was drafted as an agreement and the other as a measure to amend the agreement. However, the end result is exactly the same; and I cannot do any more than repeat what I said when I introduced the Bills that if one is confronted with this situation by two separate lawyers, one does not waste a lot of time in argument, provided one is able to achieve the desired result. This explains why the form of the Bills is slightly different, and also the format of the agreements.

Some legal practitioners draft in a different manner from others and prefer an agreement to be one in its own right. Others prefer to draft an amending agreement for reference purposes. If the honourable member were in my position I am sure he would have done the same thing, so long as he was able to get what he wanted and get on with the job.

Mr. Bickerton: These Bills could give the lawyers a good time if a dispute arose between the two companies.

Mr. COURT: That is a very good point, because a situation did arise which I thought would be settled in about 30 seconds, but it took 30 hours.

Mr. Bickerton: They are paid by the hour, are they not?

Mr. COURT: There is a particular expression within the legal profession in regard to what one lawyer thinks of another lawyer's drafting, but this is not exactly the place for me to tell the story and have it recorded in *Hansard*, or have it heard by people currently in the gallery!

I must admit that in common with the honourable member, I regarded the change of the name of King Bay to Dampier with

a certain degree of sadness. I do not follow why the Nomenclature Committee should have done this. We all know that it has created confusion and that it came at an awkward time. The Dampier Mining Company was registered about that time and we endeavoured to get the decision reversed, but the situation had gone too far.

Another point upon which the honourable member made comment and on which he sought further information was in connection with a clause of the 1964 agreement and the provision for variation, as compared with the present agreement and Bill. It is true that when we introduced the 1964 agreement we made provision for co-operation between the two companies. At that time, one company favoured Onslow, while the other favoured Cape Preston. To overcome the situation we wrote in some clauses to give a degree of elasticity so that whichever company went first, it had to allow for the other one.

For instance, if Cliffs decided to go on with Cape Preston ahead of the Deepdale project, then it would have to allow for the Deepdale people to participate at Cape Preston. Had B.H.P. gone first to Onslow, then it in turn would have had to make allowance for Cleveland-Cliffs.

It is history that the undertaking, known as a joint venture—although not strictly so—broke down at the eleventh hour. This was providential in some ways, because it meant that B.H.P. was no longer committed to the Deepdale-Cliffs arrangement. It was therefore able to help Mount Newman and is now able to play an important part in this one.

Mr. Bickerton: The 1964 agreement did not tie them, although it mentioned that the facilities at Onslow could be used by either or both.

Mr. COURT: Subsequently they reached agreement, which the Government encouraged so that they might join together as far as the facilities at Onslow or Cape Preston were concerned. At the eleventh hour Cliffs withdrew from that arrangement and it left B.H.P. free at that time to join Mount Newman. As the honourable member has said, it is true that in the 1964 agreement there was no commitment; there was only provision for the companies to take the necessary action if we were successful in getting them to rationalise their development.

Whilst the honourable member was not objecting to the Bill, he raised queries in regard to bringing the Bills to Parliament instead of making changes through the variation clauses. I feel, as do some legal people, that a Bill is not necessary. However, I have previously explained to Parliament that it is the desire and intention of the Government that where matters of any major consideration are involved, the details and any amending agreement should be brought to Parliament. The fact that

there was some doubt in the minds of lawyers as to whether the amendment should be brought to Parliament for ratification was, in itself, sufficient justification for the finance people to want it ratified, quite apart from the legal position, so far as finance is concerned.

I believe—and I have always made this point—that where a matter of considerable principle is involved, even within the variation clause, it should be brought to Parliament for ratification in order to remove any doubt that may exist; and this gives confidence to the Parliament in the actual administration of the agreement.

Mr. Bickerton: I agree.

Mr. COURT: The honourable member sought clarification in respect of Cape Legendre. It is a fact that B.H.P. has been looking at this with the concurrence of the Government, as have the Hamersley people, but it is in no way related to the Robe-Deepdale development at Cape Lambert. I think that is the assurance the honourable member wanted.

Mr. Bickerton: I do not want any inside secrets.

Mr. COURT: There is no desire to interfere with the development of Cape Lambert. If the companies take Cape Legendre for the Robe and Deepdale projects, this would upset the Government's balance for the region; and the studies undertaken by a number of people are purely a part of a farsighted programme by the Government to ascertain the maximum port possibilities in that area.

Mr. Bickerton: Do you know the depth?

Mr. COURT: On the seaward side I believe it is over 100 feet, but on the leeward side it is shallow. On the question of railway lines and pastoralists the point is well taken. On this occasion it might be well for me to arrange for my officers to make some contacts. I have not had a lot of trouble with pastoralists and there is no need for any with this project. I do not want anyone to be adversely affected by this project and I will make sure there is departmental contact.

On the question of dust, we are dealing with a company that has had a lot of experience with this sort of thing. I must admit that Cliffs normally works mines in an area that has a wetter climate than the Pilbara, and this has a beneficial effect. The company and B.H.P. have promised to give special consideration to this matter.

Another point raised by the honourable member was in regard to towns being established beyond sight or sound of where the work is being carried out. Every endeavour will be made at Karratha to see that men do not have to live within sight or sound of the mine and so that they will be as far away as possible from the dust factor. At the new inland town of Port Hedland, Mt. Newman, Tom Price, and

Karratha, the basic policy has been that where it is practicable men should be able to return to their homes and get away from the sight and sound of the works, including the lights, which are necessary, particularly in the cases of industry working through shifts. I think the towns of Newman, Tom Price, Karratha, and the new inland town of Port Hedland, acknowledge this principle.

On the question of rates, I have seen my colleague, the Minister for Local Government, and he tells me that if the report is not available, then it will be soon, and he plans to have it circulated and discussed with the local authorities before the Government makes any decision. I believe this to be the right procedure. There was some feeling of resentment among local authorities because they had heard that the Government was going to make a decision and they would read about it in the paper first. I feel this is a matter of such concern to them that they should be consulted.

It was unfortunate that in the early history of these projects one shire clerk took some action on his own initiative and issued an unrealistic assessment. This triggered the thing off to such an extent that everyone started to get out their law books and to question the position. It raised a doubt as to whether there was any liability at all. However, I am certain that the matter will be dealt with in a manner satisfactory to all concerned, including the matter of liability about which there were grave doubts as to whether anything could be done.

Mr. Bickerton: I cannot agree on the town rating. I think they should divorce the lease rating from the town rating.

Mr. COURT: The companies want to do the right and fair thing and they have said, "You tell us what it is when it is all sorted out." That is what we are trying to do.

Mr. Bickerton: Will a copy of that report be available to Parliament?

Mr. COURT: When it is finalised, I suggest this is a matter which is best discussed with the local authorities until agreement is reached. I think that is the way to deal with these things.

On the question of royalty, the interpretation problem does not arise in this case and I am confident we will resolve the other royalty matter in a mutually satisfactory way. As I said, the interpretation problem does not arise in this case as it has with some of the other iron ore projects, such as with distinction between the fines and the direct shipping ore; in this case it deals with the processing of pellets and with limonitic ore.

However, we are up against the problem, which we are trying to resolve, of changing techniques. For instance, the world buying techniques and requirements in respect of

ore have changed three times since we started to make agreements with the different iron ore companies. Only recently a change was announced which will have a considerable bearing on the position and we are in the course of negotiations and discussions to try to arrive at a formula which will overcome any possible dispute and will give the Government a fair thing in accordance with the original spirit of the arrangement, and so that everyone will know where he stands. When we first negotiated an agreement the emphasis was on lumpy ore, and it was thought that lumpy ore could be as big as four inches. But since that proposal got off the ground, this has changed to what is known as 30 by six, which is minus 30 millimeters and plus six millimeters in measurement, or minus one and a quarter inches plus a quarter of an inch. Now there is another idea.

Mr. Bickerton: I would not like you to run in to any difficulty in regard to the royalty, because the Premier needs it badly for a particular purpose.

Mr. COURT: He reminds me; do not worry about that.

Mr. Brand: There is one matter in particular.

Mr. COURT: The member for Swan joined in the debate and I welcomed his interest. He questioned the point about lower royalties for processing. This was done with the intention of trying to get more processing done. This is what we want because it provides more employment opportunities and in this regard I think it is the wise thing to do. He referred to the fact that the Bill gives no details about areas. I invite his attention to the fact that when the original agreement was introduced a host of details were given and plans were tabled. Those plans are still the property of Parliament.

Mr. Brady: If the Premier will not give us a research officer we have not sufficient time to go into all these plans and so on.

Mr. COURT: If the honourable member is sufficiently interested in seeing the areas in which these projects are being established I will provide him with a plan showing where they are. However, all the details were tabled and they are still the property of Parliament.

Mr. Brady: Perhaps 10 copies could be tabled.

Mr. COURT: That might not be a bad idea. Also perhaps a brochure showing all the developments could be tabled. On the question of the constitution of the companies, every time we introduce a Bill with an agreement such as the one we are discussing, we make it clear to Parliament who are the member companies and who are their parents. For instance, Hamersley Iron is composed of Rio Tinto and Kaiser and an Australian component which is getting steadily bigger.

Sitting suspended from 3.45 to 4.5 p.m.

Mr. COURT: I had progressed part of the way in regard to my comments on the remarks made by the member for Swan. I had reached the part of the so-called war to which he referred that is generating between the Japanese and Australian steel industries. I can assure the honourable member there is no war and there will not be one.

The fact is that we are pressing on with our concept of getting into the metallising phase in respect of all our minerals. Part of this concept is that highly industrialised countries will have to purchase materials in processed form from us. These will vary from oxide pellets, to metallised agglomerates, to crude steel, but this message has yet to be accepted in some of these countries.

I assure the member for Swan, however, that the general philosophy we are trying to get across is being accepted in an increasing circle in all the highly industrialised countries, but it should not be confused with the Australian steel industry. The present Australian steel industry is a conventional one which goes through the normal processes of blast furnaces, steel conversion, rolling, and fabricating. We are thinking more in terms—and this applies to all minerals—of getting to the crude metal stage, such as ingot steel, ingot aluminium, and the like, and in going after the big tonnages which are required by highly industrialised countries.

The honourable member also asked why some of the English steel companies did not operate in Western Australia. There is a very good reason for this; they have been nationalised.

Mr. Brady: They still have the money.

Mr. COURT: The only English companies which are left are, I think, those which produce less than 500,000 tons of steel a year, and the steel, in the main, is of a special purpose type. These companies do not even use conventional iron ore but usually scrap and pig iron, as distinct from starting with iron ore and going right through the normal phases.

I remind the honourable member that there are substantial English interests in the State. To mention just a few, there is Rio Tinto at Hamersley, Consolidated Gold Field in Goldsworthy, and Selective Trusts at Newman.

From South Africa, I can only imagine investment and no other form of participation, because that country has large iron ore reserves, and big steel production. Furthermore, the production in that country is increasing. South Africa, itself, is looking for markets in competition with Western Australia.

I will certainly make available to the honourable member a copy of my San Francisco paper. I am flattered to think that he wants to read it. Likewise, I will

make available to him the paper which will be given in my absence at the A.S.A. conference on the 20th October.

The member for Swan asked me for an estimate of the reserves in Western Australia. This leads me back to my earlier suggestion: I think we should produce a paper now on the whole question of our mineral reserves. I can assure the honourable member, however, that we can continue with the present rate of ore extraction or step it up, and there would still be a great quantity of ore left in the Pilbara in 200 years' time.

Mr. Brady: Is the quantity 1,000,000,000 tons?

Mr. COURT: That is in one deposit. However, the estimates of good grade ore are over 20,000,000,000 tons. The lower grades, of course, are like a pyramid, because they get bigger as they go down to the base.

The honourable member referred to the size of ships. We are well ahead with our research and have been for a couple of years. A big argument is going on as to whether there will be an entry of the 300,000 ton tankers for dry bulk cargoes. There is some doubt about it. However, we are ready for it, whichever way it goes.

Studies are being undertaken, or have been undertaken, of the feasibility of carrying 250,000 or 300,000 tons. I sound this note of warning, however: the economic studies that have been undertaken indicate that the saving in freight, once the capacity is beyond 150,000 tons, is not as great as it is up to that point. Instead of the cost saving graph steadily falling it starts to level out. I think the difference between 150,000 tons and 300,000 tons is only about 45c. I am only speaking from memory so this should not be taken as gospel, but it is something of that order. However the difference between the 50,000 tons ships compared with 150,000 tons could be measured in dollars.

Mr. Brady: You will have to think of composite freights like the railways.

Mr. COURT: I sound the note of warning that some of the recognised sea lanes will not take the giant carriers. For instance, the Japanese are conducting a feasibility study of the Sunda Strait. Also, there is a serious limitation on the size of giant carriers that can go up the English Channel. Consequently, these things should be taken in their proper perspective, and we should not be carried away by glamorous aspects. The use of giant carriers for liquids, such as petroleum, is a different matter. Already giant carriers transport this liquid, and they will become bigger. However, this industry does not need the same port facilities and the same firm platform for loading onto and from as dry cargoes, such as iron ore, alumina, bauxite and the like, do.

The point regarding Aborigines is noted. The companies are showing no reluctance to employ them. However, it is difficult to obtain a sufficient number of Aborigines who are prepared to settle down and accept the normal industrial disciplines which are part and parcel of safety in all normal mining operations. The Department of Native Welfare however, is active in this matter.

Most of the airstrips I know of for which the companies are responsible are good strips. For instance, Dampier has installed first-class facilities at its own cost. The facilities at Mount Newman are not as elaborate, so far as amenities are concerned, but they are adequate. It should also be borne in mind that the company had to provide a great deal including a good sealed strip.

I presume the honourable member's criticism was directed more to the D.C.A. than to the companies. However the facilities are being progressively upgraded. Port Hedland is next on the list for a modern air terminal. In the main—and I am not referring to some of the "milk-run station-round" strips, but to those which are more normally used—the facilities are very much improved, not only in respect of the actual strips but in respect of the amenities. For instance, jets can land at Dampier. This has been brought about entirely by the company itself without any assistance from the State, the Commonwealth, or the local authority.

Mr. Bickerton: I think, too, that even when the companies want to put in their own facilities they still have to obtain D.C.A. permission and carry the work out to D.C.A. specification. The permission is not always forthcoming in a hurry, particularly for strips of a temporary nature.

Mr. COURT: This is one of the problems. These strips cannot be used without D.C.A. approval, and then only to the degree permitted by the department, which imposes restrictions through weather, size of aircraft, and the like.

In their own interests the companies have done a very good job in respect of strips. However, many strips in the north leave much to be desired and we hope that the improvements which have taken place in the last few years will continue in the future.

The last point on which the honourable member touched and voiced some criticism was in respect of industrial matters. No-one could regret more than I the industrial problems that have occurred in the area. I hope they will not continue, because they are prejudicing our entry into metallising, where a much more intense labour factor is involved. Some of the problems over the last few months are, quite frankly, causing some concern. These are not questions of wanting to avoid sensible and reasonable wages, but the

question of unrest. This is a disturbing factor and I hope it will soon be behind us and not be so apparent in the future.

Mr. Bickerton: I was a little disappointed at the Mount Newman industrial strike. I made some investigations in connection with it and, to my way of thinking, there was very bad handling by the industrial officers. I intend to discuss the matter with the manager, who is co-operative. The trouble involved seemed to be concerned with putting in toilets at the mining site of the operations.

Mr. COURT: As the member for Pilbara says, the general manager of that company is very co-operative and would appreciate constructive comments, because he, more than anyone I know, is conscious of the fact that one has to do what is reasonable, and he wants to do this.

There is one factor on which I would like to put the member for Swan right. He referred to the living conditions. If there is one factor which is right in these areas, it is the living conditions at places like Dampier and Tom Price.

Mr. Brady: On the trip arranged by the Minister I saw shocking conditions.

Mr. COURT: At the construction camps one could not see better conditions. The men live in air-conditioned huts and have first class meals, the like of which I have never seen at other construction camps. The production work force on these projects have houses which are conventional and air-conditioned. Further, they pay the grand sum of \$6 a week!

Mr. Brady: They were only being built when we were there.

Mr. COURT: That amount applies in spite of the fact that the cost of building the houses is fantastic. It costs Hamersley approximately \$132 a week to finance a house for a worker at Dampier and Tom Price, even allowing for the \$6, because the company has to provide water, power, and all other costs.

I think this would be the last item to complain about in these projects, because the companies have gone out of their way to attract married men. The policy of Hamersley is an 80 per cent. recruitment of married men eventually. This is a policy which we encourage, because it brings stability to the overall project.

Mr. Bertram: As to the cheap tenancies, was not this because of the ameliorated price on the royalties?

Mr. COURT: Obviously the member for Mt. Hawthorn does not understand the full economics of the project, because in no other place in the world have industrial companies met so much of the infrastructure as they have in our north.

It should be borne in mind that construction costs are at least double those in the south; that is, construction costs of railways, ports, schools, and hospitals; and,

by world standards, the company pays a high royalty. I invite the honourable member to examine the royalties that are paid by companies in other countries.

Mr. Bertram: That does not answer the point I raised.

Mr. COURT: It does, because there is a limit beyond which development cannot take place, unless the desire is to impose unbearable and unmanageable conditions. It is our aim to get these companies to enter their next and less profitable phase as quickly as possible. We want to pass through the present phase as quickly as we can so that the company will enter the more important phase from the nation's point of view in order to obtain added value for products. I thank the two honourable members for their comments on the Bill which I commend to the House.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

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

IRON ORE (CLEVELAND-CLIFFS) AGREEMENT ACT AMENDMENT BILL

Second Reading

Debate resumed from the 2nd October.

MR. BICKERTON (Pilbara) [4.18 p.m.]: As I intimated when I dealt with the measure that has just been passed, this Bill is more or less complementary to it. I dealt with the previous item in general terms which cover most of what is contained in the measure now before us. So I will not reiterate the remarks I made then.

Nevertheless there are one or two matters in this Bill on which I wish to speak, one of which relates to land at Cape Lambert. I notice that in *Hansard* proof number 9, when speaking on the Iron Ore (Dampier Mining Company Limited) Agreement Bill, the Minister, at page 1202, is reported as having said—

Clause 6 provides that the lease of the area of Cliffs at Cape Lambert shall be sufficient not only for its own purpose—that is, the purpose of Cliffs—but also to enable the handling and treatment of Dampier's Deepdale ore.

He then went on to say—

Clause 7 provides a reservation over the balance of the land in the Cape Lambert area until the end of 1975.

I wonder if the Minister will give us some idea of the area of land involved at Cape Lambert so far as the port is concerned; and I would also like to know whether he has made provision to set aside a portion of the land for private enterprise and private individuals; that is, land that can be obtained by private concerns without having to be under any obligation to the company in view of the fact that it has a general lease over the area. I understand the Minister has access to the town planning committee which operates in the north-west.

Whilst on that point, the development at Cape Lambert, as a result of this agreement, naturally must create a great demand for both industrial and residential blocks in the surrounding areas, such as those around Point Samson and Roebourne. At present, blocks in those parts are sadly lacking, with the result that, whenever an auction takes place, inflated prices are realised because of the demand for blocks and the short supply of them.

I do not know what stage the planning has reached in connection with this project, but when the Bill is passed by the Upper House and becomes an Act the demand must increase; and, in view of that fact, I would not like to see the same situation develop that developed in Port Hedland in regard to land. At Port Hedland, the great demand for land was brought about to an extent as a result of the delay in the Mount Newman negotiations for overseas contracts, which left everyone up in the air for a couple of years. Taking that situation as a lesson, I hope a similar one can be avoided in the Cape Lambert area around Point Samson and Roebourne.

I will be grateful if the Minister will explain to us the stage that planning has reached. I realise Karratha is going ahead, but there seems to be some doubt as to whether that town will be used to house the Cape Lambert employees, or whether or not Lambert would prefer a township of its own. It is true the people could commute between Karratha and Lambert but there seems to be some doubt as to whether that will happen. So if the Minister could give us some information on the point it might put a lot of minds at rest and save a lot of confusion as far as the future release of land for private individuals and industries is concerned. I support the measure.

MR. COURT (Nedlands—Minister for Industrial Development) [4.23 p.m.]: I thank the honourable member for his support and his co-operation. The main point he raised and on which he wanted information is the question of plans for townships generally and, in particular, the availability of industrial land. The situation is that the Townsite Development Committee, on which the local shire is

represented, is charged with the duty of studying the whole of the area, including Dampier, Karratha, Cape Lambert, Point Samson, and Roebourne. It became very obvious that the local authority did not have either the manpower or the experience to handle a matter of this magnitude, because within a generation there will be 100,000 people between Dampier and Roebourne, and if mistakes in planning are made now they will endure for ever.

The first move in major planning was in regard to Karratha which was planned as an open town in the ordinary way; and the Hamersley company has to buy land there just as any other person does; and we hope that other people will join in with it.

I think it is generally accepted—although not finally settled—that the commuting distance between Karratha and Cape Lambert is too great and, unfortunately, another townsite will have to be developed. The more we can concentrate the people, the better it will be for all concerned, and the better it will be for the development of schools, hospitals, and the like.

Mr. Bickerton: What decided the location of Karratha as being closer to Dampier? Wasn't there a suitable site which was equidistant?

Mr. COURT: We tried to find a site which was equidistant, but we could not find one with a satisfactory terrain—it was too rough or had some other disadvantage. It was unfortunate that we had to set up a town either eight miles from Dampier or the same distance from the other end. At the moment the experts are working on the best way to handle the town at Lambert, bearing in mind that the townsite should be kept clear of the works.

The Cliffs company has experience in this matter, and it will want to follow it through. I cannot tell the honourable member the exact intended location, but I can say that provision will be made in the regional development of the town to provide industrial as well as residential sites which will be freely available to all who wish to buy them. The honourable member's point about the scarcity of land is well made, and this problem has worried all of us. We have had this project hanging over our heads for a long time, and one of our fears was that if we released land prematurely we could end up right in the middle of the railway marshalling yards, etc., which are to be developed at Cape Lambert.

However, the real point is the question of industrial land outside of the actual projects themselves, and the intention is to have a town planned like Karratha so that land—and plenty of it—will be opened up in the ordinary course of events. The committee has been asked to expedite

its work. The Government, the companies, and the local authority all have representation on the committee and when it comes forward with a plan we hope it will have the blessing of all the parties concerned and be quickly accepted, as was the case at Karratha.

Mr. Bickerton: I would like to see early action at Point Samson and Roebourne, because the locals there wish to buy land and I would like to see them obtain it on the open market in two or three years' time.

MR. COURT: I do not think the honourable member needs to worry unduly about this, because once the planning is finalised speed will be of the essence. Also, once large volumes of water are brought into service the Cliffs project the communities will automatically have large volumes of water.

One of the needs for urgency in planning is to ensure that we not only allow for the Robe River and Deepdale areas, but also for the general development of Cape Lambert to its maximum potential, bearing in mind that it could, in the not too far distant future, be the focal point for other projects in the area. It is at this town that the integration of all the railways in the Pilbara region will occur, and this will have to be allowed for in our planning.

I can assure the honourable member that Mr. Parker, the Chairman of the North West Planning and Co-ordinating Authority, has his team working flat out on this problem. Another relevant matter—and the honourable member should know this—is that we are, in conjunction with the companies, because they have to pay most of the cost, engaging the services of a firm of considerable experience in the concept of regional planning to plan not only the Dampier-Roebourne area, but also areas in reasonable proximity such as the Mons Cupri area, and others, to ensure that they fit well into the total complex.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

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

ASSOCIATIONS INCORPORATION ACT AMENDMENT BILL

Receipt and First Reading

Bill received from the Council; and, on motion by Mr. Court (Minister for Industrial Development), read a first time.

SUITORS' FUND ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

APPROPRIATION BILL (GENERAL LOAN FUND)

Second Reading

SIR DAVID BRAND (Greenough—Treasurer) [4.34 p.m.]: I move—

That the Bill be now read a second time.

The main purpose of this measure is to appropriate from the General Loan Fund the sums required to finance certain capital works, details of which are shown in the Loan Estimates to be distributed to honourable members at the conclusion of this speech.

As members know, the General Loan Fund is only one source of funds for the State's capital works programme and before I turn to the main items of expenditure contained in the Estimates I would like to comment briefly on the source and nature of all funds that will be used in 1969-70 for capital purposes.

Australian Loan Council

At a meeting of the Australian Loan Council in June, argument was advanced for an additional allocation for Western Australia to assist the Government to cope with the increasing demands we are facing because of the very high rate of economic progress taking place here.

It was stated, that to meet even the basic demands in our works and housing programme, an increase of at least 10 per cent. in the State's loan allocation was necessary. A special increase of \$5,000,000 in the State's borrowing programme for the larger semi-governmental and local authorities was also sought. However, the Commonwealth did not agree to these requests.

In its assessment of the condition of the national economy it believed that it could not sanction an increase beyond \$48,000,000 in the total works and housing programme and \$14,250,000 in total borrowings of the larger semi-governmental and local authorities.

The Commonwealth Government therefore agreed to support a programme of only \$758,000,000 for works and housing although it has agreed to review the position again before the end of February next year. The borrowings of larger authorities were limited to \$372,000,000.

Western Australia's share of the works and housing programme is \$70,790,000, an increase of \$4,480,000 over last year, which is considerably less than the sum required

to finance all the State's needs. Of this total, \$11,500,000 has been allotted for Commonwealth-State housing projects.

The balance of \$59,290,000, together with \$9,710,000 expected to be available from loan repayments, provides the funds totalling \$69,000,000 for works which are listed in the Estimates of Expenditure from the General Loan Fund for the year ending the 30th June, 1970.

Our share of the borrowing programme approved for semi-governmental bodies and local authorities whose individual annual raisings exceed \$300,000, is \$14,720,000—an increase of only \$840,000 on last year's programme. I must add that I have never been able to understand why the State cannot obtain approval from the Loan Council for the raising of local money. It would seem that this is one way in which we could resolve the problem of the present imbalance in the allocations of moneys made available to the State from year to year.

A number of State instrumentalities—including the State Housing Commission, the State Electricity Commission and the Metropolitan Water Board—depend upon funds raised under this approval to support their capital works programmes. This year, they will carry out works valued at \$11,800,000 from funds so raised. The balance of the allocation is required by local authorities whose individual annual raisings exceed \$300,000.

No limit is imposed by the Loan Council on the total amount which may be borrowed by authorities raising up to \$300,000 a year. Government instrumentalities included in this category are expected to raise a total of \$5,100,000 in 1969-70 to help finance their works programme.

Commonwealth Loans and Grants

Last year, the Commonwealth provided \$58,289,000 for specific capital works. This year an amount of \$63,322,000 is to be received. This money is not subject to Loan Council decision. It is provided under various Commonwealth Acts or agreements and the amounts to be received this year are for the following purposes:—

	\$
Universities	1,289,000
College of advanced education	1,771,000
Teachers' colleges	301,000
Pre-school teachers' colleges	120,000
Science laboratories	921,000
Technical training	1,028,000
School libraries	677,000
Mental health institutions	500,000
Senior citizens' centres	4,000
Nursing homes	40,000
Aged pensioners dwellings	350,000
Aboriginal advancement	1,235,000
Softwood forestry	250,000
Ord project	5,000,000

	\$
Comprehensive water supply	2,250,000
Water resources investigation	312,000
Commonwealth aid roads	32,940,000
Beef cattle roads	1,318,000
Eyre Highway	25,000
Standard gauge railway	7,900,000

I am assured that the Prime Minister has made a promise that more money will be available, and I hope it is a lot more.

Mr. Graham: He probably will not be there to hand it out!

Sir DAVID BRAND: Let us cross the bridges as we come to them. I must say that the Deputy Leader of the Opposition is always full of hope; on every occasion at election time he has some profound statement like this to make.

Mr. Jamieson: Otherwise it would be too one-sided.

Sir DAVID BRAND: We have heard that from him up to date, but irrespective of who provides the money we need it.

Mr. Jamieson: Anyway we on this side have a good policy in respect of this also, so you need not worry about what happens.

Sir DAVID BRAND: We need the money very badly, and I hope whatever Government may be in office in this State will spend the money in the most profitable way.

Mr. Graham: There could be a different State Government to spend it!

Sir DAVID BRAND: There he is again; full of hope! The Leader of the Opposition has only smiled, and he is not as hopeful as the Deputy Leader of the Opposition. To continue with my speech—

	\$
Exmouth township	280,000
Migrant centres	11,000
War service homes and homes for armed services	4,800,000

Commonwealth assistance to the States in respect of capital expenditure on universities was first granted in 1957-58. It is given on a dollar-for-dollar basis for buildings and equipment. The amount of \$1,289,000 to be received this year represents a final grant for the triennium 1967-69 and advances under the programme approved for the new triennium 1970-72.

The sum of \$1,771,000 for buildings and equipment for colleges of advanced education is to be received under a similar scheme to the one I have just mentioned for universities.

This year's contribution includes a final payment for the 1967-69 triennium and advances on account of the next triennium.

\$40,000 of the amount received during the 1967-69 triennium was provided by the

Commonwealth as an unmatched grant to build up library facilities at the Western Australian Institute of Technology.

An amount of \$301,000 will be received this year for further extensions to teacher training facilities in the State. These are unmatched grants but are paid on the condition that the State does not reduce its own expenditure in this field.

A capital grant of \$120,000 this year for increasing the physical capacity of kindergarten teachers' colleges represents the second year's instalment under the Commonwealth's three-year scheme to assist in this field.

The teaching of science in both Government and non-Government schools will again be assisted this year by a grant of \$921,000. The grant is to be shared between the two education systems on the basis of the number of secondary school pupils enrolled. This year \$530,000 will be available for Government schools.

The grant for technical training schools applies only to schools and colleges conducted by the State and will assist our building programme this year for additions to technical schools at Wembley and Leederville, and a new technical school at Bunbury.

The policy announced last year by the Commonwealth to assist in financing library facilities will be continued this year. Western Australia will receive \$677,000 which will be shared by Government and non-Government schools.

Since 1955 the Commonwealth has been assisting all States with the capital needs for mental health institutions. The assistance represents one-third of the money spent on these institutions, and since the inception of the scheme we have received a total of \$2,491,000. A further \$500,000 will be provided this year.

Under a set of Acts passed by the Commonwealth last June, assistance is available to the States for a range of purposes providing care for the aged. Part of the assistance relates to the running costs of services but funds are also available towards meeting the capital cost of providing senior citizens' centres and nursing homes.

Commonwealth participation is limited to one-half of the cost of nursing homes for the aged and to one-third of expenditure on senior citizens' centres.

In addition, the Federal Treasurer announced in his 1969-70 Budget that \$25,000,000 would be paid to the States to finance the construction of dwelling units for certain single aged pensioners during the next five years. Our share of this during the current year will be \$350,000.

This is the second year in which grants are being made by the Commonwealth for Aboriginal advancement, particularly in the fields of housing, education, and health.

The sum of \$1,235,000 which we are to receive this year will be used principally for housing of Aborigines.

Work is continuing on the main dam on the Ord River and \$5,000,000 will be drawn for this project during the current year.

The Commonwealth will make a further advance in 1969-70 of \$2,250,000 for the continuation of the comprehensive water supply scheme. The State will continue participating in the national water resources investigation and will receive \$312,000 this year from the Commonwealth to accelerate the programme of locating and measuring surface and underground water resources.

A new Commonwealth aid roads arrangement has been enacted since I spoke on this subject last year. The new arrangement differs substantially from that which applied during the five years ended the 30th June, 1969.

Under the Commonwealth Aid Roads Act, 1964, grants were distributed among the States on the basis of 5 per cent. to Tasmania, and the remainder shared among the other States, one-third according to population, one-third according to area, and one-third according to the number of registered motor vehicles.

In arriving at the distribution formula under the 1969 legislation, the Commonwealth gave substantial recognition to advice it received from the Commonwealth Bureau of Roads, that funds should be shared on the basis of the relative needs of each State. However, it was recognised that such a radical departure from the previous method of allocation could create problems and it was decided that the total grant would be divided into two parts.

The principal grant for all States is to be shared by giving equal weight to the distribution under the old formula and the distribution indicated by the Bureau of Roads based on relative needs.

As a transitional measure during the five years of the new arrangement, special supplementary grants are to be paid to South Australia, Western Australia, and Tasmania. These special grants are to ensure that no State receives less than 50 per cent. more than it did under the 1964 Act.

A feature of the new arrangement is that specific sums must be spent on particular classes of roads. The only condition laid down in the 1964 Act was that 40 per cent. of the grant had to be spent on roads in rural areas other than highways, main roads, and trunk roads.

During the five years 1969-70 to 1973-74, Western Australia is to receive \$159,600,000 which must be allocated as follows:—

Urban arterial and sub-arterial roads	\$62,410,000
Rural arterial roads	\$23,910,000
Other rural roads	\$70,880,000
Planning and research	\$2,400,000

In addition, supplementary grants totalling \$40,800,000 will be received which may be spent on any class of road.

The matching requirements in the current arrangements have been simplified in that the State is now required to increase expenditure on roads from its own resources at the same rate as the increase in the number of registered motor vehicles.

During the current financial year, Western Australia will receive \$32,940,000 under the 1969 Act and \$1,318,000 for beef cattle roads. With funds from our own resources this will allow a total amount of \$49,929,000 to be spent during the year on roads throughout the State.

Under the Softwood Forestry Agreements Act a sum of \$250,000 will be paid to the State in 1969-70 for extension of softwood forests.

Although the peak construction phase of the standard gauge rail project has been passed there are substantial outlays to be made before full construction and equipment of the railway are complete. This year an advance of \$7,900,000 will be made by the Commonwealth to continue with work on the project.

Further extensions to Exmouth township will take place this year with the aid of \$280,000 from the Commonwealth. Extensions to the electricity supply and further accommodation will be the principal items of expenditure.

As in previous years the State Housing Commission will again receive money for war service homes and housing for the armed services. This year the amount is estimated at \$4,800,000.

Domestic Funds

The domestic funds of certain instrumentalities are also another important source of finance for the State's capital works and housing programme.

The funds arise from the commercial operations of instrumentalities including the charging of depreciation to operating expenses, and also include cash balances carried over from the previous year.

Funds available from these sources during 1969-70 should amount to \$45,910,000 of which the following are the more important:—

	\$
State Electricity Commission	19,518,000
State Housing Commission	12,400,000
Railways	4,679,000
Fremantle Port Authority	1,581,000
Metropolitan Water Board	2,416,000

Non-Government Contributions

The contributions which certain companies make towards the cost of providing services to new undertakings, including those received from land developers, also make a significant contribution to the funds available for our capital works programme. This year \$6,067,000 is expected to be paid to the State for these purposes.

Total Capital Works Programme

Members can see from the brief survey that I have just made, that sources of capital in addition to general loan funds are tremendously important to the State. Because of them it will be possible this year to undertake a total works and housing programme of \$178,416,000. To summarise, finance for this programme will come from—

	\$
General Loan Fund	59,290,000
Loan repayments	9,710,000
Commonwealth-State Housing agreement	11,500,000
Loan raisings	16,900,000
Commonwealth loans and grants excluding road grants	29,039,000
Domestic funds	45,910,000
Non Government contributions	6,067,000

General Loan Fund Expenditure

The estimates of expenditure from the General Loan Fund embrace a programme of works totalling \$69,000,000.

Railways

A sum of \$11,054,000 has been voted for railway purposes during the year. A further \$1,415,000 is to be spent from the Rollingstock Replacement Fund.

Of the Loan Vote \$6,054,000 is for the purpose of financing the State's proportion of expenditure on standard gauge construction during the year. The allocation to the railways is some \$4,000,000 less than last year. In part, this is due to less work on the standard gauge project but more importantly, it is the result of having to spend a greater proportion of the State's limited capital resources in other sectors of the works programme.

A feature of railway operations in 1968-69 was the commencement of the standard gauge passenger service between Perth and Port Pirie last June. This followed the inauguration of the successful freight service to the Eastern States in November, 1968.

The highlight of the railway programme in 1969-70 will be the running of the first Perth to Sydney direct passenger train. This event will take place early next year and will crown the achievement of the national east-west standard gauge project. Other standard gauge work will be concentrated largely in the Kewdale-Forrestfield complex.

A \$1,500,000 contract has recently been awarded for the construction of a large freight despatch shed at Kewdale for local and interstate goods. The building will service standard and narrow gauge tracks. When it is completed in mid 1970 the Perth goods depot will be closed and all operations transferred to Kewdale. Further progress will be made on the West Kalgoorlie marshalling yards.

Major works planned for the 3 ft. 6 in. railway include—

- the purchase of five new main line diesel locomotives;
- the purchase of two shunters;
- the purchase of motorcar carrying wagons;
- the construction of 50 covered wagons;
- the construction of further flat top wagons; and
- the construction of 10 brakevans.

Ballasting work will proceed on the lower south-west and Midland railways and on a new station building at Kalannie. Increased traffic has necessitated the provision of an additional rail connection at Kwinana. Other funds will be used for employee accommodation, completion of works in progress, and the maintenance of safety standards.

State Electricity Commission

The demand by consumers on the services of the State Electricity Commission for both electricity and gas continues to increase and new records in production have been set and many new areas served. Sales of both electricity and gas increased by almost 15 per cent. last year and a record 12,870 electricity consumers, including 1,684 farms, were connected to the commission's system.

To provide the increased services necessary to meet this growth, the commission spent almost \$23,000,000 on capital works during 1968-69. Of this sum, \$12,700,000 were spent on generating plant at Muja—where the fourth 60MW unit was commissioned in February—at Kwinana, and on the strengthening of major transmission lines and the construction of terminal substations.

In the metropolitan area there are 182,500 electricity and 45,000 gas consumers and almost \$5,600,000 was spent on providing extensions to the metropolitan electricity and gas distribution systems.

Extensions of subtransmission, distribution, and rural services in country districts and the connection of 12 additional towns to the system cost \$4,300,000. The growth rate is expected to continue during 1969-70 and capital expenditure is estimated to be \$32,018,000. The first 120MW turbo-generator unit at Kwinana will be approaching commissioning and heavy payments are expected in this area of the order of \$13,000,000.

The sum of \$3,180,000 will be spent on major transmission works to feed power generated at Kwinana to the new terminal substations being established in the metropolitan area.

The first stage of a 132,000 volt transmission line to Geraldton will proceed this year. The line is scheduled to be connected to Geraldton by late 1971. The first stage

is the Perth to Moora section on which \$1,000,000 is to be spent during this financial year.

It is interesting to note that \$7,500,000 will be spent in the current year to meet the needs of an estimated 200,000 electricity consumers and 46,000 gas consumers in the city. The sum of \$7,400,000 will be spent to meet the needs of 50,000 consumers in the country. The commission will be financing a large proportion of its capital expansion from internal funds including profits, depreciation, and reserves.

The balance of funds required to carry out these most important works will be provided by—

	\$
General Loan Fund	4,500,000
Subscribed loans to be raised by the commission	8,000,000

Public Works Department

The vote for the Public Works Department amounts to \$33,904,000—an increase of \$4,500,000 over the amount spent by that department last year. The Public Works Department provides the engineering and architectural services for the Government and in this capacity it acts as agent for other Government departments and authorities.

The engineering division has been allocated \$8,900,000 from the Loan Fund which, with other funds, will be spent on the development of outer harbours, water supplies for country areas and towns, country irrigation and drainage, sewerage for country towns, and electricity to Government buildings in certain northern towns.

The vote for the architectural division—\$22,870,000—together with certain other funds, will be devoted to school buildings, hospitals, native welfare buildings, police and prison buildings, mental health institutions, child welfare homes, and other Government buildings.

The total public works programme will amount to \$55,424,000 for 1969-70—the balance of funds being provided from the Commonwealth, from various port authorities for work done on their behalf, and from contributions from certain companies for the provision of services.

Harbours

The main provision for harbour development is \$1,829,000 for work on the first phase of the new deep-water harbour at Bunbury. Of this, \$510,000 is to be contributed by the Bunbury Port Authority and \$1,279,000 by the company that is to export wood chips through the port. Work will also be completed on the small craft jetty at Bunbury.

The third berth at Albany is scheduled for completion during 1970-71 and \$784,000 will be spent on this facility during the current year.

The construction of ancillary installations will continue at Esperance and a commencement will be made on the dredging, widening, and deepening of the harbour. Extensions will also be made to the No. 1 berth in that port.

At Geraldton, \$100,000 is to be spent on sealing the area adjacent to the No. 4 berth and on further development of the harbour.

Provision has also been made for the completion of dredging at Teggs Channel at Carnarvon which will give access to a fishing boat anchorage; the completion of the first land-backed berth, and reclamation work for a second land-backed berth at Port Hedland; and investigations for a new berth at Wyndham.

At Mandurah the small craft jetty will be completed and further work will be done on the Mandurah training groynes.

Country Areas and Town Water Supplies

A total programme of \$10,883,000 is planned for water supplies to country areas and towns. Broadly speaking, about 40 per cent. of this will be spent on continuation of the comprehensive water supply scheme and the balance on services in other country areas.

The principal items of expenditure under the comprehensive water supply scheme will be—

Wickepin-Kulin—	\$
Construction of the main trunk from Wickepin to Kulin	730,000
Narrogin—	
East Farmlands—Reticulation	780,000
Grass Valley-Wongan Hills—	
Construction of a trunk main and farm reticulation	770,000
Kokardine—	
West Farmlands—Reticulation of 70,000 acres in the Dalwallinu area and construction of trunk mains to serve the rest of the area	500,000

Other work will include enlarging the main conduit, completing a 25,000,000-gallon reservoir at the Merredin pumping station, and, further work in the Merredin, Bencubbin, Wilgoyne, and Cunderdin districts.

Enlargement of the main conduit to provide a water supply to Kambalda is the major item of expenditure on town water supplies. On this project \$2,205,000 will be spent—the funds being supplied by the Western Mining Corporation.

Work is also scheduled for a large number of other southern country town supplies which in total will cost almost \$3,700,000.

In the north, work will continue on water supplies and sewerage at Carnarvon, Exmouth, Port Hedland, and Kununurra. New works in the area will include the commencement of the Moochalabra Dam and water supplies and sewerage systems in Karratha and South Hedland.

Sewerage for Country Towns

An amount of \$1,256,000 has been provided for sewerage works in country towns. This sum will allow a start on sewerage schemes for South Hedland and Karratha, and for further work at Albany, Bunbury, Collie, Meckering, Merredin, Northam, Kununurra, and Port Hedland.

Irrigation and Drainage

Major items of expenditure on irrigation and drainage in southern areas include enlargement of the Collie main channel at a cost of \$70,000; work on the Glen Mervyn Dam in the Preston irrigation district at a cost of \$45,000; construction of a drainage system in the Capel-Boyanup district at a cost of \$40,000; drainage construction in the West Harvey district; and work in the Serpentine-Mundijong and Busselton districts. The total outlay on southern irrigation and drainage will be \$326,000 during the current financial year.

In the north, work on the second stage of the Ord River irrigation project will be the centre of attention. On the main Ord Dam \$5,750,000 will be spent during the year and further progress will be made on the distribution system of the scheme.

At Carnarvon, the irrigation scheme will be extended with \$76,000 being voted for this purpose.

Architectural Division Schools

The rapid expansion of the State is reflected in increased expenditure on school buildings in the past five years. The 1969-70 allocation of \$9,500,000 for schools is 43.3 per cent. higher than the amount provided in 1964-65.

Last year, 439 classrooms were completed. A new high school was built at Como and major additions were completed at Balcatta, Belmont, Churchlands, Collie, Geraldton, Hampton, Hollywood, Manjimup, Mirrabooka, Northam, and Rossmoyne.

Libraries were provided at John Curtin and Mt. Lawley, and extensions of a lesser nature were completed at various high schools throughout the State.

Provision is made in the Estimates for the construction of a new high school at Balga and the first stages of further high schools at Thornlie, Morley, and Rockingham. Major additions are programmed for Applecross, City Beach, Hampton, Kwinana, and Rossmoyne.

Prevocational centres are to be built at Rossmoyne, Scarborough, South Fremantle, and Swanbourne, and additions are to be made to various metropolitan and country high schools.

Eleven new primary schools were provided in 1968-69 and a further 12 will be built in the current year. A large programme of additions to primary schools is provided for in the Estimates, including major extensions at Exmouth for which the United States Navy will contribute \$160,000.

Demountable classrooms have again been used to cope with overcrowding and to provide urgently needed accommodation in remote areas.

A new secondary teachers' college at Nedlands was completed during the year and was opened recently by the Prime Minister. A new primary teachers' college will be built at Mt. Lawley and funds have been allocated to allow commencement of this major project in the current year.

Major extensions were completed to technical schools at Leederville and Mt. Lawley during the past year and further extensions are programmed at Carlisle, Eastern Goldfields, Midland, and Mt. Lawley Technical Schools. A contract has been let for the construction of a new technical school at Bunbury.

Hospitals

Capital expenditure on hospital works in 1968-69 totalled \$6,882,000. New hospitals were completed at Beverley, Southern Cross, and Exmouth, and additions were carried out at Derby, Kalgoorlie, and Mullewa.

Work continued on the new regional hospital at Northam, the long-term treatment unit and other buildings at the Perth Medical Centre, a new children's block at Fremantle, and major extensions at Swan and Royal Perth Hospitals. Funds have been allocated to allow continuation of these major projects during 1969-70.

Major new works for the current year include a nurses' lecture theatre at the Perth Medical Centre; a new hospital at Wyndham; a geriatric unit at Albany; staff accommodation at Fremantle, Karatha, and Port Hedland Hospitals; ward additions at Narrogin, Quairading, and Armadale; and a theatre and X-ray block at the Royal Perth Rehabilitation Hospital.

Police

For expenditure on police buildings in the current year, a sum of \$750,000 has been allocated. The funds will allow construction of police stations at Carnarvon, Cottesloe, Koolyanobbing, Lancelin, Williams, and Wyndham.

In 1968-69, a new Police Academy at Maylands was completed together with police stations at Albany, Bunbury, and Gascoyne Junction, and a cell block at Marble Bar.

Institutional Buildings

Expenditure on institutional buildings in 1968-69 totalled \$1,452,000, and the allocation for the current year is \$2,855,000.

Construction of the Middle Swan Women's Prison and the intermediate unit at Pyrron Training Centre continued in 1968-69 and funds have been provided in the Estimates for completion of these projects. Further remodelling and additions were undertaken at Claremont Hospital during the year and work on additional accommodation or on an extension of facilities was carried out at Karnet and Pardelup Prisons.

Funds have been allocated in the current year for further remodelling works at Claremont Hospital and extensions at Pt. Heathcote Hospital and Belmont Hostel. The next stage of building at Pyrron Training Centre—a day activities centre and tutor school—will be commenced and major remodelling work will be undertaken at the Fremantle Clinic.

A new regional prison is to be constructed at Bunbury and work will start on extensions to the Middle Swan Women's Prison. A new cell block will be constructed at Broome and further improvements will be carried out at Karnet and Pardelup.

Provision has been made for preliminary works associated with the Public Health Laboratories proposed for the Perth Medical Centre and for conversion of the Public Health Animal House to a media laboratory.

Other Buildings

The allocation for other buildings in the current year totals \$2,811,000 compared with an actual expenditure of \$2,589,000 in 1968-69.

The major projects undertaken in 1968-69 under the "Other Buildings" item were: completion of "Bridgewater" Child Welfare Home at Applecross, construction of a new institution at Bentley, and additions at Riverbank. The new Marine Laboratories at Watermans Bay, Migrant Centre (Noalimba), and School of Mines extensions were also completed, and stores were provided for the Mines Department at Morley and Welshpool.

Work is proceeding on the harbour control tower at Port Hedland and a new courthouse at Bridgetown.

Funds have been allocated to allow completion of work for the Child Welfare Department at Bentley and Riverbank, and a start will be made on extensions at Stoneville and Applecross. A new courthouse at Bridgetown will be completed, a new court will be provided at Bunbury, and major remodelling will be carried out at Kalgoorlie.

A start will be made on an extension to the Museum, and development of the east elevation of Parliament House.

Offices will be provided for the Department of Agriculture at Derby, Bunbury, and Jeramungup, and the Government Stores premises in East Perth will be extended. A new accommodation block will be provided at Noalimba Migrant Centre.

Metropolitan Water Supply, Sewerage and Drainage Board

The year before last, the Metropolitan Water Supply, Sewerage and Drainage Board spent \$7,400,000. For 1969-70 the board has a works programme that will total \$12,000,000.

During the past two years, a concerted effort has been made to extend deep sewerage in the metropolitan area. At the last Loan Council meeting a request was made for additional funds for this work. Indeed, we have done so at the last three meetings, but without result.

However, the board has been able to commence construction of two major trunk sewers with the extra funds it has been allocated in recent years by the Government for this purpose. One of these, the northern main sewer, is to serve the northern and north-easterly suburbs and the other—the Bibra Lake main sewer—is to serve southern and south-easterly suburbs.

Progressive extension of these two trunk sewers will enable sewerage facilities to be extended to the greater part of the metropolitan area. Work has also commenced on a number of smaller schemes including in particular those for Kwinana New Town, Eden Hill, and Lynwood.

A most important achievement is that, for the first time, and on a major scale, the construction of sewerage reticulation in advance of housing development has been possible. It is hoped that ultimately this will become the accepted practice for new sewerage construction in the metropolitan area.

In the coming financial year, it is proposed to continue all these developments and suitable provision has been made in the Estimates for this purpose. At the same time, it is recognised that continued sewerage development in the older established suburbs on a scale no less than that accepted in recent years, is necessary. Many of the older areas have strong claims for some priority in the provision of sewerage facilities and recognition of these claims is given in the Estimates.

In the case of water supply, provision has been made for the development of resources to provide for the growing annual consumption. Major works are the Dandalup rivers project and the development of various underground resources. The total consumption of water is increasing at a fast rate and for this reason these developments are highly important.

Provision has also been made to meet peak summer demands and in general for the expansion and improvement of the distribution system. Of particular interest is the increased use of ground water by continuing the programme for artesian bores and, for the first time, making use of treated ground water from subartesian sources.

Major works to be carried out during 1969-70 include—

Dam site preparation for the Dandalup water scheme and the commencement of the construction of trunk mains.

Work on the Gnangara treatment plant in connection with the ground water scheme at an estimated cost of \$300,000.

Continuation of work on a new feeder main in Bayswater to supply a fast developing industrial area and adjacent new housing estates.

Construction of 30-inch and 42-inch feeder mains to supply new housing in the Rockingham-Bungaree area and Medina-Callista.

Completion of Yokine No. 3 Reservoir. Further work on main sewers and reticulation in the south of Swan River scheme at a cost of \$1,300,000.

\$472,000 is to be spent on the northern main sewer, \$300,000 on the Rockingham scheme, and \$350,000 on the Scarborough scheme.

\$280,000 has been provided for further work on the construction of an effluent pump station, rising main, and reticulation for the Lynwood housing area, and \$143,000 for reticulation in the Hamersley area.

\$158,000 is to be spent on the provision of outlet drainage from a chain of lakes in the Perth shire area where adjacent land has been subjected to a rapid rise in ground water table in recent years.

Mines

A sum of \$40,000 has been provided in the Estimates to grant assistance by way of loans to mineowners to develop promising mine prospects, and a further \$31,000 for capital work on State Batteries.

State Housing Commission

In 1968-69, the State Housing Commission was allocated \$2,300,000 from the General Loan Fund. It also borrowed \$1,600,000 under the semi-governmental programme.

In addition, the Housing Commission was allotted \$11,500,000 under the Commonwealth and State Housing Agreement, \$900,000 for the housing of serving members of the armed services, and \$3,750,000 for war service homes.

Total funds received in 1968-69, therefore, amounted to \$20,050,000 which, together with domestic funds, permitted a

total programme of capital expenditure of \$23,050,000. This outlay did not include the cost of houses erected for departments and financed from other funds.

At the beginning of 1968-69 the Housing Commission had 1,570 houses and flats under construction, and a further 2,153 units were commenced during the year. From this pool of construction, 1,853 housing units were completed. In addition, 178 war service applicants were assisted to purchase new homes; 450 families were helped to obtain new homes through funds allocated to building societies; and 136 home purchasers were able to obtain second mortgage finance under the State Housing Act. The commission also provided professional and technical assistance to charitable organisations which completed eight schemes for the elderly during the year.

At the end of the last financial year, there were 2,240 units under construction, which is a much higher figure than at the end of the previous year, and therefore the number of units to be completed in 1969-70 will exceed last year's total on this count alone.

In order to provide the commission with additional funds in 1969-70, it is proposed to lift the allocation from the General Loan Fund from \$2,300,000 to \$4,850,000, and the Estimates provide accordingly. In addition, the commission's semi-governmental borrowing programme has been raised to \$2,000,000 in 1969-70.

The amount to be provided this year under the Commonwealth and State housing agreement, including an allotment of \$800,000 for the housing of serving members of the armed services, is \$12,300,000.

It is expected that \$4,000,000 will be available in 1969-70 for war service homes. The balance of this year's programme will be financed from the sale of commission land and houses, principal repayments, and credit balances at the Treasury.

The Bentley project is included in the 1969-70 programme. It will provide 504 houses, terrace houses, and flats, of which 125 will be ready for occupation before June, 1970, and the balance within the following six months.

Housing for Government Employees

Total funds amounting to \$2,200,000 will be available this year to the Government Employees' Housing Authority, of which \$1,100,000 will be supplied by the State Superannuation Board; \$600,000 will come from loan raisings; \$350,000 from the General Loan Fund; and \$150,000 from funds in hand.

The operations of the authority are distributed widely throughout the State although there has been some concentration of activity in the north-west due to the growth resulting from the iron ore projects in the Pilbara.

Agriculture

An amount of \$850,000 has been provided for "Development of Agriculture" in 1969-70. The major expenditure from last year's allocation of \$740,000 was incurred on the construction of the State herbarium and improvements to research stations both in the north and south of the State.

A major reorganisation was commenced at the Denmark Research Station, and additional land was acquired for the Merredin Research Station. A building was commenced at Kewdale for the inspection of fruit and vegetables and also for the quarantine inspection of plant material, motor vehicles, and other items arriving on the standard gauge railway. Most of the funds for the current year will be required for the completion of works in progress, including the herbarium and a new virology laboratory.

The Kewdale inspection facilities will be completed this year and will result in a marked improvement on the present temporary inspection arrangements. It is also proposed to commence work on a new block of accommodation for scientific and technical staff at South Perth.

Forests

The General Loan Fund allocation for forests, together with other special loans from the Commonwealth under the Softwood Forestry Agreements Act, will be used to—

- establish a further 6,800 acres of new pine plantations;
- prepare land for the planting of at least another 6,000 acres of pines in 1970-71; and
- maintain the existing 58,600 acres of forest.

The Softwood Forestry Agreement Act loans were offered to all States to enable greatly increased pine planting rates throughout Australia. Western Australia's programme was to double from 3,000 acres in 1965-66 to 6,000 acres per annum. This target has been reached and in fact slightly exceeded in the last two planting seasons.

The allocation of \$400,000 from the General Loan Fund is essential to enable the Forests Department to fulfil these commitments and maintain its programmed path to the eventual target of a total of 240,000 acres of softwood plantation. Such a total area should enable this State to remain largely self-sufficient in timber requirements for the foreseeable future.

Fisheries

The problem of illegal overfishing on crayfish grounds remains serious. Illegal activities of this sort are a threat to the stability of the \$17,000,000 a year crayfish industry, and greater attention therefore will be given in future to sea-going inspection. Towards this end a fast shallow-draft vessel will be purchased this year to

increase the efficiency of patrols in inshore areas and the shallow waters of the Abrolhos Islands.

Industrial Development

Estimated expenditure for industrial development in 1969-70 is \$400,000 compared with actual expenditure during 1968-69 of \$408,000, of which \$282,000 was spent on the purchase of land for industrial purposes and \$126,000 for assistance to industry.

During 1968-69, \$237,000 was spent on land purchases in the Mandogalup effluent disposal area for leasing to the Western Aluminium Company for disposal of residues. The sum of \$30,000 was spent on land purchases for future industrial use in the Kwinana and Bayswater areas.

Included in expenditure for assistance to industry was an advance of \$111,000 to the Albany Woollen Mills. This company conducts a decentralised industry which employs approximately 200 persons, a large number of whom are females.

Allowance has been made for further land purchases in 1969-70 for industrial use in the Mandogalup effluent disposal area, \$47,000; and the Kwinana, Spearwood and Bayswater areas, \$107,000.

Provision has also been made for road construction and other developmental costs in the light industrial areas of Rockingham and Kwinana, \$43,000; the Bas-sendean-Bayswater industrial area, and Coogee, \$50,000. A sum of \$153,000 has been provided for further advances to the Albany Woollen Mills during 1969-70.

Fremantle Port Authority

The Fremantle Port Authority will undertake a programme of works amounting to \$2,706,000 in 1969-70 of which the sum of \$825,000 is to be provided from the General Loan Fund. The balance of finance required for the programme will come from loan raisings and domestic funds.

The main items in this year's capital programme are—

- the reconstruction and modification of No. 3 berth on the north wharf to cater for the new modern-type vessels now calling at the port;
- provision of a complex to centralise all quarantine facilities in the port area;
- completion of a new work boat and provision of a survey craft;
- provision of a second bulk unloader in the outer harbour for handling phosphate rock and sulphur;
- provision of a loading elevator in the outer harbour for export of ammonium sulphate and other bulk commodities passing over the bulk cargo jetty;

provision of additional fork lift trucks to further improve the efficiency of cargo handling at the port.

Midland Junction Abattoir Board

Expenditure by the Midland Junction Abattoir Board in 1969-70 is estimated at \$1,353,000 so as to generally improve services and to increase the capacity of the abattoir.

Works will include expansion of the waste treatment plant, the installation of continuous rendering equipment for by-products, and the commencement of further boning and freezing facilities.

Additional capital investment is necessary to cater for the increased turnover of sheep and lambs resulting from the large increase in the stock population of the State. The need for Australian meat producers to seek additional export markets has also increased demand for the abattoir's services. This year's programme is to be financed from a General Loan Fund allocation of \$909,000, loan raisings of \$300,000, and domestic funds of \$144,000.

University of Western Australia

Last year, an amount of \$466,000 was advanced to the University from the General Loan Fund, and \$300,000 was raised from loans to finance the State's contribution for capital works on the campus at Crawley. These funds, together with Commonwealth grants and cash balances held by the University, provided \$1,606,000 for capital works in 1968-69.

A new anatomy, biochemistry and physiology building was completed last financial year and work was commenced on the guild sports centre, an extension to the administration building, and several other smaller projects.

In this current financial year, it is proposed to allocate \$1,224,000 to the University from the General Loan Fund to meet State commitments under the Universities (Financial Assistance) Act.

The major work to be carried out this year is the construction of a new mathematics building and a mathematics and physical sciences library. Work will continue on the guild sports centre. Construction of a medical school block on the Hollywood site for the Perth Medical Centre is also expected to commence.

Western Australian Institute of Technology

In 1968-69 a sum of \$1,536,000 was spent on capital works at Bentley for the Institute of Technology.

Extensions to the mathematics building and to the chemistry building were the main works carried out last year. Both

were completed. A start was also made last year on a building for the Department of Architecture.

Major projects to be undertaken in 1969-70 include continuation of the building for architecture, a new library and a hall of residence for the Kalgoorlie School of Mines.

The allocation to the institute from the General Loan Fund is estimated at \$993,000 in 1969-70 which will be supplemented by Commonwealth grants and loan raisings.

Rural and Industries Bank

An amount of \$1,000,000 has been provided in the Estimates for delegated agencies administered by the Rural and Industries Bank for the Government. The sum to be appropriated this year is much higher than in previous years because of the need to provide for loans to farmers for drought relief and water supplies.

Conclusion

That concludes what I have to say on the main items of expenditure for this current financial year. As I said at the beginning of my speech, the main purpose of the Bill is to appropriate from the General Loan Fund the sums required to carry out the capital works detailed in the Estimates.

The Bill also makes provision for the grant of supply to complete requirements for this year.

Supply of \$30,000,000 has already been granted under the Supply Act, 1969, and further supply of \$39,000,000 has been allowed for in the Bill now under consideration.

This total of \$69,000,000 is to be appropriated for the purposes and services expressed in a schedule to the Bill.

As well as authorising the provision of funds for the current year, the Bill seeks ratification of amounts spent during 1968-69 in excess of the Estimates for that year. Details of these excesses are given in the relevant schedule to the Bill.

I commend the measure to the House and trust that the details given will be of help to all members when considering the loan programme for the State. I now table the Estimates of the expenditure of the Government of Western Australia from the General Loan Fund for the year ending the 30th June, 1970.

The General Loan Fund Estimates, 1969-70, were tabled.

Debate adjourned, on motion by Mr. Tonkin (Leader of the Opposition).

MUSEUM BILL

Second Reading

MR. LEWIS (Moore—Minister for Education) [5.33 p.m.]: I move—

That the Bill be now read a second time.

The need for this legislation—which repeals and re-enacts the existing Museum Act, has been brought about by the remarkable increase in the activities of the Museum Board since the present Act was proclaimed in 1960. Perhaps the main cause of this is the major development which has taken place throughout the State in the past decade.

The Bill itself is rather complex and covers many aspects of the Museum's work. However, I think it would be appropriate to comment first on the functions of the Museum. Incidentally, I should mention here that, with the passage of this legislation, the board members will be designated trustees, and the term board will no longer obtain. I make this explanation now because I may use the term "trustees" later in my speech.

Under the existing legislation the functions of the Museum are far too restrictive. Therefore, an entirely new provision has been drafted giving statutory authority for many of the activities now being undertaken by the board and providing it with a discretion to select its future field of activities within a broad framework.

Taking these functions in the order in which they appear in the Bill, the first deals with the wider education of the community and does not require elaboration here. The second function classifies the Museum's collections, and the third requires the Museum to study and research its collections. The fourth permits the trustees to assist bodies that are interested in the Museum's field of study and will allow the Museum to provide meeting rooms and other facilities for these organisations. The fifth function recognises the Museum's contribution to formal education through co-operation with the University, colleges of advanced education, schools, etc. The sixth and final function of the trustees is to train people, mostly research students, in the Museum's field of work.

As well as changing the name of the board the Bill increases its membership by two, making a total of seven trustees. This has become necessary because of the increased scope of the Museum's activities, making it administratively desirable to appoint additional members.

Under existing legislation the functions of the Museum Board are centralised in its Perth building. However, in recent years, there has been a growing body of opinion that museums, perhaps of a somewhat specialised nature, should be set up in appropriate country centres.

The State Tourist Development Authority and the Royal Western Australian Historical Society have sponsored some museums of this kind and I have received a number of inquiries from local authorities that are interested in setting up some form of local museum. As a result of these

developments the Museum Board is being increasingly called upon for assistance and advice in the form of technical services, and the loan of specimens and displays.

Fortunately local interests have not yet developed to the stage, as has happened in other countries, where there is a proliferation of inadequate museums based on little else than a sudden surge of local sentiment.

This legislation has been prepared with a view to discouraging this sort of development and to encouraging local authorities to open functional local museums concerned with preserving a record for posterity of the characteristics of the history and natural history and geography of their region, and a display of these collections for the interest and education of the community and especially for visitors and newcomers.

It is proposed that municipal museums should be assisted to become established on the soundest possible lines under a responsible authority; namely, the local authority. This would ensure, as far as possible, continuity of operation and the safety of the collections.

The type of establishment envisaged would be recognised by the trustees as a municipal museum and certain benefits would accrue to it under the Act. For example, provided the local authority was prepared to meet certain conditions it could call on the professional and technical services of the Museum to maintain, restore, and advise on the display of specimens and exhibits and for the loan of specimens and other objects for exhibition.

The Bill also allows the trustees to deposit specimens from the State collection in municipal museums. In return for their recognition the trustees would need to be assured that the proposed museum is satisfactorily sited for the purpose and that it is vested in the local authority.

The municipal museum would also need to be maintained at a pre-determined standard, primarily with a view to the protection of the exhibits. Where maintenance fell below the agreed standard the trustees would withdraw their recognition. In such a case, with the consent of the Minister, the trustees would take control of that part of the display added subsequent to their recognition. This would ensure that historically valuable and unique objects which had come to the municipal museum because of its recognised status were not lost to the community through neglect.

It is also provided that municipal museums should be governed by a committee of the local authority. The committee would include a person appointed by the Director-General of Education, and the Director of the State Museum or his deputy.

There would, of course, be no compulsion on any local authority to enter into such an arrangement with the trustees. However once a local museum had been recognised as a municipal museum under this legislation then it would be expected to meet the minimum conditions laid down.

The Bill also establishes a branch of the Western Australian Museum in Fremantle. This branch will be known as the maritime museum and it is currently being developed by the trustees in co-operation with the Fremantle City Council.

The Treasury has contributed towards the capital cost of the building and for the time being at least the City of Fremantle and the trustees will maintain the museum on a shared basis. It is envisaged that as the need arises, and with the consent of the Governor-in-Executive-Council, other branches of the Museum will be established in appropriate centres. At the present time there are no plans for a second branch.

In 1964, Parliament amended the Museum Act to provide statutory authority for the protection of historic wrecks lying within the territorial waters of the State. This legislation was brought down to stop the exploitation and destruction of these wrecks for private gain. It made provision for the payment of a reward of up to \$2,000 to the first person notifying the Museum Board of an historic wreck, the existence of which was not previously known. The finder may also claim the current market value of the metal content of any gold or silver in coin or bullion subsequently found on the wreck.

The legislation was quite unique and experience soon proved that it fell short of what was necessary adequately to protect these vessels. For example, it became evident that when taking possession of a reported wreck the board must be able to identify it as the one reported. The Bill therefore provides that a person wishing to receive the benefits accruing under the Act as the original finder of a wreck must mark its position with a buoy or other suitable object.

The original wreck legislation pertaining to the reporting of historic wrecks provided that where the finder was doubtful as to whether he had found an historic wreck he could refer the matter to the director for a decision. The board was not bound by any time limit in giving such a decision. However, it is believed that in most cases 12 months should be ample time to examine the wreck and decide whether it is of historic value. The Act is therefore to be amended to require the director to give his decision within 12 months.

There will, of course, be instances where storms or other causes prevent an initial survey being made within the prescribed period, and provision is made therefore

for the Minister to extend the time as he considers the circumstances justify. The existing legislation provides for the vesting of historic wrecks in the Museum. Once so vested they come within the terms of the Act.

However, the trustees have found that upon examination some wrecks falling within the definition in the Act are not of historic or scientific interest and therefore are of no value to the State. At present there are no means of releasing these wrecks from the provisions of the Act. This is rectified by the Bill before members.

Prior to the 1964 legislation a considerable quantity of wreck material had been recovered by private individuals. Obviously some difficulty could be expected in identifying this material from objects illicitly recovered subsequent to the proclamation of the Act. The original legislation met this difficulty by requiring that all material lawfully recovered before the legislation was proclaimed should be notified to the director to record and copy if thought desirable.

It is known that this law has not been complied with in some cases. The new legislation therefore directs that all of those persons who possess items recovered prior to the proclamation of the 1964 Act, which have not yet been notified to the director, shall do so forthwith. Failure to do this will not only subject the holder to a fine or imprisonment but also to the forfeiture to the Crown of the item. Members will appreciate that to prosecute successfully an action under this clause it will be necessary to prove whether the item had been recovered legally prior to the coming into operation of the Act or illegally after the coming into operation of the Act.

Since in most cases this would virtually be impossible the Bill provides that in the absence of proof to the contrary the possessor will be given the benefit of the doubt and the item will be deemed to have been taken or recovered prior to the proclamation of the 1964 Act.

Meteorites fall to earth from outer space and are one of two sources of extra terrestrial material which man has for scientific study. The other source is that material brought back from the moon by the American astronauts. They are of considerable scientific importance because of their value in space research. The preservation of meteorites in Western Australia is exceptionally good due to the dry climate and this State has proportionately more than any other country in the world. In fact, 70 of the world's known 2,000 meteorites have been found in Western Australia.

At the present moment meteorites are a valuable source of research material to all nations and fragments from Western Australian meteorites have gone to many

nations. Members will recall reading recently of the small diamonds found by Russians in a Western Australian meteorite.

From our own experience commercial trade in meteorites results in their being cut up and distributed with a resulting loss of scientific information. The Australian Academy of Science has recently expressed its concern at the development of commercialisation in this field. This legislation, by making meteorites found on Crown land the property of the Crown, virtually removes them from the commercial field in Western Australia. For many years the Museum has accepted them as donations from finders as though they were the original owners. In some cases the finders have been reimbursed their reasonable collecting and labour costs.

Legal ownership is obscure, however, and to remove this doubt the Bill vests all meteorites found on Crown land in the trustees. The trustees are empowered to recoup the finder any reasonable expenses incurred in finding the meteorite or in recovering and delivering to the trustees.

I believe I have now dealt with the more important aspects of this Bill. It probably appears to many members as a conglomerate of bits and pieces but I hope that this has not disguised its purpose of collating and preserving the history of Western Australia contributed on the one hand by the indigenous population and its culture—and of which far too little is at present known—and on the other hand by the mariners who visited our shores from the 17th century and left their visiting cards in the form of their wrecked ships.

The legislation, while possibly not contributing much to our material wealth, is a means of broadening our knowledge of the historical and cultural aspects of our society.

Debate adjourned, on motion by Mr. Davies.

DISTRICT COURT OF WESTERN AUSTRALIA BILL

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [5.48 p.m.]: I move—

That the Bill be now read a second time.

I have much pleasure in introducing this Bill on behalf of my colleague, the Minister for Justice. I believe it is a measure of far-reaching importance and represents something of a landmark in the history of the State. Hitherto, we have been well served by a two-tiered judicial system: with the Supreme Court on the one hand, and the local courts, and courts of petty sessions on the other. This system has been adequate to meet the needs of the comparatively small and scattered population of former years, but the rapid expansion of population, and industrial, agricultural, and

mining development of recent years now calls for the establishment of an intermediate system of courts to be known as the district court of Western Australia.

Let me remind members briefly of the present distribution of jurisdiction between the courts under the present system. Criminal jurisdiction is exercised by the Supreme Court, by courts of session presided over by a judge or a stipendiary magistrate, and courts of petty sessions presided over by stipendiary magistrates or justices of the peace. The Supreme Court, in its criminal jurisdiction has, of course, unlimited jurisdiction over indictable offences. Courts of sessions may deal with indictable offences but, unless a judge presides, have no jurisdiction in any case of murder or wilful murder, or of offences against public order as defined in certain chapters of the Criminal Code. Courts of petty sessions have committal but no final jurisdiction in indictable offences which are not triable summarily, and where the indictable offence is triable summarily, the accused has the right to elect trial by jury.

The Supreme Court has full jurisdiction in all civil matters. However, the local courts presided over by stipendiary magistrates have jurisdiction to try claims which do not exceed \$1,000 but not to hear and determine any action in ejectment, or in which the title to land, or the validity of a devise, bequest, or limitation under a will or settlement is in question, or for libel or slander, or for seduction, or for the breach of promise of marriage.

As a result of these limitations many cases which are straightforward, or run-of-the-mill, cases must be tried before the Supreme Court.

Within this distribution, thanks to the loyal and effective work on the part of members of the judiciary at both levels, the pressures of growth have so far been met. But further expansion of either of these levels is not appropriate at this stage. The stature and standing of the Supreme Court must be kept at the highest possible level, and this objective can be safeguarded best by maintaining the court at a reasonably small number of eminent judges who are engaged in the most difficult cases together with the oversight of other jurisdictions that an appellate tribunal can provide. If this is to be achieved, some way must be found to relieve the Supreme Court of its less important work. It is considered unwise to further increase the jurisdiction of the magistracy beyond its already extensive bounds.

Greater demands on the courts have presented difficulties in making the services of judges available to preside over courts of sessions and circuit courts. Some idea of the increase of work in the Supreme Court can be obtained from the following statistics, which show a comparison between the years 1960 and 1968.

During 1968, 1,006 divorce petitions were lodged as against 570 in 1960. The increase in this jurisdiction cannot be evaluated on the figures only, as the provisions of the Commonwealth Matrimonial Causes Act require more time not only for each hearing, but for ancillary matters arising from the petitions, than was the case under the State legislation covering this field.

Writs issued increased from 890 in 1960 to 1,773 in 1968. The full effect of the establishment of the Third Party Claims Tribunal to deal with claims for damages for personal injuries arising from vehicle accidents has not yet been felt by the court, which is required to finalise writs for such claims entered in the Supreme Court before the tribunal commenced operations. The figure of 1,773, however, does not include any such writs, as the court ceased to receive these writs in 1967. Another indication of the increase of work is the higher number of adoption applications—619 in 1968 as against 315 in 1960.

It is desirable to avoid a backlog of cases awaiting hearing such as exists in other States, where litigants are subject to undue delay in having matters determined by the court. Such a position, if it were allowed to occur, would not be in the public interest.

The work in magistrates' courts has also shown a substantial increase, evidenced by the increase in the number of convictions, from 57,912 in 1963 to 72,798 in 1968.

Having regard to these considerations the Government has decided the time is opportune to establish a district court system. The advantages which flow directly from a district court are—

- (a) the district court will encourage the decentralisation of the legal profession. Practitioners outside the metropolitan area will be able to bring matters before the court which are now required to be dealt with in Perth. The interests of country residents will be well served by enabling them to have matters determined locally.
- (b) The State will be able to take advantage of proposals by the Commonwealth to legislate to enable undefended divorce petitions to be heard in district courts.
- (c) It will relieve mounting pressures on the Supreme Court, thereby preventing a backlog of work at that level.
- (d) Most important of all, it will provide a flexible framework within which to accommodate the needs of Western Australia with regard to the administration of justice in the period of growth that confronts the State.

It is proposed to make a modest beginning with the new court, by investing it with the basic criminal and civil jurisdiction—

- (a) **Civil jurisdiction:** All matters where the sum in issue does not exceed \$6,000, but with the written consent of both parties this amount may be increased.

The jurisdiction will be concurrent with the Supreme Court.

- (b) **Criminal jurisdiction:** Jurisdiction is to be concurrent with the Supreme Court but not to include trials on indictment for all offences carrying a maximum penalty of more than 14 years' imprisonment.

Provisions is made for appeal to the Supreme Court against any judgment of the district court.

A person to be appointed a district court judge must be a legal practitioner of not less than eight years' standing and practice, or a practising barrister of the High Court of not less than eight years' standing. No limit has been placed on the number of judges to be appointed. Initially, it is proposed to appoint three judges. Whilst their headquarters will be in the metropolitan area, they must expect to be itinerant for about one month in each three months.

The salary of the chairman of judges will be \$14,500, and other judges will receive \$13,500. Pension entitlements are to be provided on the same basis as for Supreme Court judges. In the event of an appointee being a contributor to the State Superannuation Fund at the time of appointment, provision has been made for that person to elect to retain his entitlements from that fund. Sittings of the court will be held at Perth and such other places as deemed necessary.

The Bill contains power to appoint the officers necessary for the functioning of the court. The registrar will be a qualified legal practitioner located in Perth. A deputy registrar will be appointed at each place where the court sits. Until the volume of work at each centre warrants the appointment of a full-time deputy registrar, the routine work of country registries will be conducted by clerks of courts. However, any matters requiring the attention of a professional officer will be dealt with by the registrar or deputy registrar who will itinerate from Perth as required.

The introduction of the Bill has been delayed in order to seek the views of the legal profession on the machinery of the court. This was considered necessary as the support of the profession is desirable to ensure maximum benefit from the court, particularly as it affects the community outside the metropolitan area. Substantial

agreement has been reached with all interested persons and the success of the new court seems assured.

The Bill is recommended to members for favourable consideration. It will provide a court which, within the judicial system, will enable adequate administration of justice in an expanding community. This breaks new ground as far as this State is concerned, but not so far as other States are concerned.

Debate adjourned, on motion by Mr. Bertram.

BILLS (3): MESSAGES

Appropriations

Messages from the Governor received and read recommending appropriations for the purposes of the following Bills:—

1. Appropriation Bill (General Loan Fund).
2. Museum Bill.
3. District Court of Western Australia Bill.

ASSOCIATIONS INCORPORATION ACT AMENDMENT BILL

Second Reading

MR. COURT (Nedlands—Minister for Industrial Development) [6 p.m.]: I move—

That the Bill be now read a second time.

This Bill has already passed through the Legislative Council. It is a brief measure and proposes the removal of some problems being experienced by associations. They come within two categories: those arising when some of the persons authorised to affix the common seal of an association are absent from the State; and, secondly, those arising from restrictive requirements now operative when documents are being presented for registration in the Land Titles Office.

Under existing provisions of the Act, an association is required to file a memorial of new objects and a new constitution and a further memorial regarding a new name when an association alters its objects, amends its constitution, or changes its name. All memorials must be verified by affidavit, sworn by all seal holders.

This Bill proposes to amend the Act to permit the affidavit to be sworn by those persons present in the State and verifying the name or names of those absent at that time.

As earlier indicated, associations, presenting documents for registration in the Land Titles Office, are required to affix certified copies of the memorials. These copies have to be obtained from the Companies Office on each occasion and, in one instance, an association disposing of some parcels of land, had been required to obtain no fewer than 12 memorials.

This amending Bill proposes to dispense with the necessity of affixing a memorial to each document and to require in lieu a statutory declaration from the persons affixing the seal that they were authorised at that time to do so.

The new provisions proposed by this measure follow procedures adopted by the Registrar of Titles when companies are engaged in similar undertakings. I commend the Bill to the House.

Debate adjourned, on motion by Mr. Bertram.

House adjourned at 6.2 p.m.

Legislative Council

Tuesday, the 14th October, 1969

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

QUESTIONS (3): ON NOTICE

1. SUPERPHOSPHATE

Weight of Bulk Loads

The Hon. J. HEITMAN asked the Minister for Mines:

In view of the numerous reports of short weight in the delivery of bulk superphosphate, in a recent case as much as 13 cwt in a 10 ton load, will the Minister ascertain whether a more satisfactory system of loading can be instituted at points from which bulk superphosphate is loaded on trucks?

The Hon. A. F. GRIFFITH replied:

It is considered that the present arrangements are satisfactory.

Superphosphate is bought ex works, loaded free into the transport vehicle, which is provided by the buyer. At all works, weighing machines are verified and certified by the Weights and Measures Branch to ensure exact weight is loaded in each case.

Subsequent care of superphosphate in transit is between the buyer and his carrier. However, when the buyer is taking delivery by rail, special care is given to ensuring that any cracks in rail wagons are sealed as far as practicable to prevent loss occurring in transit due to movement and shunting.

2. YOUTH SERVICE ACT

Age Limits for Junior Football

The Hon. CLIVE GRIFFITHS asked the Minister for Mines:

Would he request the Minister for Education, in accordance with the Youth Service Act, 1964, to ask

the Youth Council of Western Australia to investigate the news item which appeared in *The West Australian* on Thursday, the 2nd October, 1969, relating to the alteration of age limits for junior football in the districts comprising the metropolitan area of the Western Australian National Football League, to ascertain the following—

- (a) does the reduction in the age limits by one year assist junior football authorities in the training of young persons in good citizenship and the intelligent use of leisure;
- (b) will the Youth Council urgently request the League Council of the W.A.N.F.L. to reconsider its decision and urge that either the resolution be rescinded, or alternatively that the lads be permitted to participate in the sport for the whole of the year in which they attain the ages of 17, 15, 13, and 11 respectively; and
- (c) is the Youth Council aware of the great number of lads, who, under the new rule, will be deprived of competitive football and, as such, could deteriorate from good citizens to the level where they could be classed as delinquents?

The Hon. A. F. GRIFFITH replied:

The Youth Council will examine the news item referred to and will make such approaches as it deems appropriate.

3. *This question was postponed.*

TRANSFER OF LAND ACT AMENDMENT BILL (No. 3)

Introduction and First Reading

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

Second Reading

THE HON. A. F. GRIFFITH (North Metropolitan—Minister for Justice) [4.39 p.m.]: I move—

That the Bill be now read a second time.

This Bill proposes to extend the class of persons entitled to attest documents executed under the provisions of the Transfer of Land Act.

Increased volume of business being handled in the Land Titles Office has required consideration of a new system of receiving documents to ensure that the work will be dealt with expeditiously and economically. A new system which has been