

opposition, but they have gone forward, and I admire them for the steadfast stand which they have taken to face up to their responsibility.

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

House adjourned at 5.20 p.m.

Legislative Assembly

Thursday, the 27th October, 1966

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

QUESTIONS (19): ON NOTICE

FISHING BOATS

Teggs Channel: Safety of Anchorage

1. Mr. NORTON asked the Minister for Works:

Is Teggs Channel at Carnarvon considered a safe anchorage for

all classes of boats engaged in fishing north of Geraldton?

Mr. ROSS HUTCHINSON replied:

Teggs Channel is a safe anchorage providing boats' gear is in good order. It is the only anchorage in that area and was used by the Nor' West Whaling Company for its prawning vessels in bad weather.

Number Operating: Onslow-South Passage

2. Mr. NORTON asked the Minister representing the Minister for Fisheries and Fauna:

How many—

- (a) fishing boats;
 - (b) trawlers;
 - (c) freezer boats;
 - (d) factory boats,
- were operating north of South Passage and south of Onslow during the past six months?

Mr. ROSS HUTCHINSON replied:

Precise information is not available, but approximately—

- (a) information not available.
- (b) 45 (including 18 freezer boats).
- (c) 25.
- (d) 1.

IRON ORE

Reserve No. 2323 at Muccan: Details of Application

3. Mr. KELLY asked the Minister representing the Minister for Mines:

- (1) What was the number of the grant which covered part of application No. 2323 issued at Muccan in the Pilbara goldfield to Consolidated Gold Fields (Australia) Pty. Ltd., Cyprus Mines Corporation and Utah Construction & Mining Company?
- (2) What was the date of the application for this area, made by the above companies?
- (3) What number of square miles were contained in the portion granted—
 - (a) to the companies;
 - (b) to Messrs. E. J. Reck and D. A. H. Shilling?
- (4) What additional reserves were granted to the companies adjacent to No. 2323, and what was the number of square miles contained in the reserves?
- (5) Reference to his answer to part (7) of question 13 on the 20th October, 1966, what were the "Relative Merits" which decided the granting of the part reserve No. 2323 to the companies?

Mr. BOVELL replied:

- (1) Temporary Reserve 2330H.
- (2) The 21st August, 1964

- (3) (a) 10 square miles.
(b) 11 square miles.
- (4) Temporary reserves 2329H, 2330H, and 2331H totalling 87 square miles.
- (5) The successful companies submitted a more satisfactory and comprehensive programme of exploration and development.

ROADS

Marble Bar and Nullagine Areas: Allocations by Main Roads Department

4. Mr. BICKERTON asked the Minister for Works:

What are the Main Roads Department's allocations for the Marble Bar and Nullagine areas for the current year and in what locations are the moneys to be expended?

Mr. ROSS HUTCHINSON replied:

		Shires of Marble Bar and Nullagine		Statement of Allocations for the Year 1966-67	
		Road	Work	Locality	Amount \$
Marble Bar Shire Council	Shire	Important Secondary Roads :			
		Great Northern Highway	Improvements	903-986.5M.	20,000
			Maintenance		18,000
		Developmental Roads :			
		Marble Bar-Hillside-Woodstock	Construction		8,000
		Eginbah - Braeside - Woodie Woodie	Improvements		4,000
		Mt. Edgar-Meenetheena	Improvements		3,000
		Marble Bar-Bamboo Creek	Improvements		2,000
		Eginbah-Warralong-Mulyie	Improvements		2,000
		Various	Motor traffic passes		1,000
		General Allocation	Improvements to various developmental roads as selected by the shire		6,000
Nullagine Shire Council	Shire	Important Secondary Roads :			
		Great Northern Highway	Improvements	739-903M.	40,000
			Maintenance	Various	20,000
		Developmental Roads :			
		Roy Hill-Wittenoom	Strengthen	00-48M.	16,000
		Bonnie Downs - Bamboo Springs-Hillside	Improvements		5,000
		Ethel Creek-Walgun-Talawana	Improvements		2,000
		Bonnie Downs - Noreena - Roy Hill	Improvements		1,000
		Nullagine-Blue Spec	Improvements		1,000
		Various	Motor traffic passes		1,000
		General Allocation	Improvements to various developmental roads as selected by the shire		4,000

OIL

Esperance: Permit Areas and Exploratory Work

5. Mr. MOIR asked the Minister representing the Minister for Mines:

- (1) Who are the holders of oil permit areas P.E. 171H, P.E. 199H, P.E. 211H and P.E. 210H in the Esperance area?
- (2) What exploratory work has been carried out on these permits since 1964?

Mr. BOVELL replied:

- (1) Permit to explore 171H expired on the 2nd August, 1964. It was held by James Turnbull. Permit to explore 199H expired on the 15th February, 1965. It was held by Pilbara Exploration No Liability. Permits to explore 210H expired on the 28th February, 1966, and 211H expired on the 28th February, 1965. They were held by Australian Oil Corporation.
- (2) Permit to explore 171H—None. Permit to explore 199H—None. Permits to explore 210H and 211H—A gravity survey was commenced in the last quarter of 1964 and was completed by September, 1965. After an evaluation of geological and geophysical work carried out, the company considered the areas did not warrant a drilling programme and allowed the permits to expire.

MINING

Temporary Reserves: Regulations Under Act

6. Mr. EVANS asked the Minister representing the Minister for Mines:

- (1) Has he received a request from the Amalgamated Prospectors and Leaseholders' Association of W.A. (Inc.) concerning the provision of regulations pursuant to the Mining Act regulating the granting and holding of temporary reserves?

- (2) If so, is he prepared to accede to this request?

Mr. BOVELL replied:

- (1) Yes.
(2) A general review of the matter of temporary reserves is currently being carried out and the views of the Amalgamated Prospectors and Leaseholders' Association will be taken into consideration.

TRANSPORT

Wayne Report: Consideration and Implementation

7. Mr. ELLIOTT asked the Minister for Transport:

- (1) Would he advise whether consideration of the Wayne report has been completed?
(2) Can any action to implement part or all of it be expected?
(3) If so, when?

Mr. O'CONNOR replied:

- (1) to (3) Consideration has been given to the Wayne report, and I have given notice today of Bills to implement some of the recommendations.

CHILD WELFARE

Illegal Fostering and Adoptions

8. Mr. HALL asked the Minister representing the Minister for Child Welfare:

- (1) Has his department any knowledge of illegal fostering and adoption of children in this State?
(2) If "Yes," what action is contemplated to prevent trafficking in children by way of adoption and fostering?

Mr. CRAIG replied:

- (1) No.
(2) Answered by (1), but if the honourable member has any knowledge of such a malpractice he should advise the department.

9. *This question was postponed.*

WILDFLOWERS

Illegal Picking: Prosecutions

10. Mr. HALL asked the Minister for Forests:

Can he advise the number of prosecutions for the illegal picking of wildflowers for the year 1965 and to the 30th September, 1966?

Mr. BOVELL replied:

1965: One.

1966: Nil, to the 30th September. In administering the Native Flora Protection Act the aim has been to educate and seek the co-operation of the public rather than institute proceedings. All wildflowers are protected on Crown

lands, reserves, and roadsides in the South-West and Eucla Land Divisions of the State; and, with the co-operation of the various shires in these areas, 366 signs "Picking Wildflowers Prohibited" have been erected and more are proposed. In addition, 373 honorary inspectors have been appointed and in notes provided for their guidance, it is clearly stated that they are not authorised to take proceedings without first submitting full details of the alleged offence with supporting evidence to the Conservator of Forests and obtaining his approval.

Every opportunity is taken to publicise the tourist value of our wildflowers and the need to protect them.

I have a copy of the instructions and information issued to honorary inspectors, and I request that it lie on the Table of the House.

The papers were tabled.

FISHING

Sperm Whales: Radioactive Contamination

11. Mr. HALL asked the Minister representing the Minister for Fisheries and Fauna:

Can he advise if there is any sign of radioactive contamination in sperm whales caught by Cheyne Beach Whaling Company?

Mr. ROSS HUTCHINSON replied:

Neither the department nor the Division of Fisheries and Oceanography, C.S.I.R.O., which is engaged on sperm whale research, has been approached in this matter. I have no knowledge of whether there is any radioactive contamination except the newspaper report which says there is not.

MINING

Payne's Find State Battery: Reconditioning

12. Mr. BURT asked the Minister representing the Minister for Mines:

- (1) Is it intended to put the Payne's Find State battery into working condition once more?
(2) If so, when will this be effected?

Mr. BOVELL replied:

- (1) In view of the recent activity in the Payne's Find area, the possibility of repairing and re-opening the Payne's Find State battery is being investigated. It is estimated that the cost of repairs to put it in working order will be in the vicinity of \$10,000

and that it will take four to six weeks to complete the necessary repairs.

- (2) The matter is receiving consideration.

STANDARD GAUGE RAILWAY

Damage to Sleepers

13. Mr. BRADY asked the Minister for Railways:

- (1) Is there any truth in the rumour current that thousands of sleepers on the standard gauge rail have been broken due to faulty ballasting of rail tracks?
- (2) If "Yes," will he state the reason for broken sleepers being in evidence and if contractors or the State Government are responsible for loss on sleepers?

Mr. COURT replied:

- (1) Approximately 1,200 sleepers were broken on the Northam-Merredin section and some sleepers were strained to varying extents.

This was not due to faulty ballasting, but to the hardness of the cambered formation prior to ballasting operations. Techniques have been altered to obviate this trouble.

- (2) The broken sleepers were replaced at the cost of the standard gauge project, as is the case with other material where damage is not due to default by the contractors.

CHILD MINDING CENTRES

Provision by Government

14. Mr. BRADY asked the Minister representing the Minister for Child Welfare:

- (1) Are there any emergency child minding clinics in the metropolitan area to which children from country areas or the city area can be temporarily placed in an emergency?
- (2) If "Yes," where are such centres located?
- (3) If "No," is the Government sympathetic to assisting with the setting up of clinics in various parts of the metropolitan area to assist families requiring urgent and temporary assistance in emergencies?

Mr. CRAIG replied:

- (1) Yes.
- (2) Fremantle—conducted by the Fremantle City Council.
- (3) The establishment of such "clinics" is a matter for local government authorities or for business firms. The Citizens' Ad-

vice Bureau hopes that the Perth City Council might be persuaded to establish a similar centre in Perth.

STANDARD GAUGE RAILWAY

Locomotives: Orders and Deliveries

15. Mr. BRADY asked the Minister for Railways:

- (1) What number of locomotives for the standard gauge railway have been ordered and delivered?
- (2) What number of locomotives are on order and when will these be delivered?

Mr. COURT replied:

- (1)

	Ordered.	Delivered.
H class locomotives ...	5	5
K class locomotives ...	9	5
J class locomotives ...	5	5
L class locomotives ...	17	—

- (2) Of the four K class locomotives remaining to be supplied, the first is scheduled for delivery on the 28th October, 1966, and the remainder at three-weekly intervals thereafter.

The first L class locomotive is due for delivery in September, 1967, and the remainder at the rate of one every three to four weeks thereafter.

Rolling Stock: Major Overhauls

16. Mr. BRADY asked the Minister for Railways:

- (1) Has any decision been made as to where major overhauls of standard gauge railway rolling stock is to be carried out?
- (2) Will he state if either Midland or Port Augusta will be centres for such major overhauls?
- (3) Will he state the chief activities to be carried on in the Midland Workshops in years following the opening of the standard gauge railway?

Mr. COURT replied:

- (1) and (2) Major overhauls of W.A.G.R. standard gauge rolling stock will be conducted at Midland. There is no proposal to transfer any such W.A.G.R. work to Port Augusta.
- (3) The chief activities of the Midland Workshops will continue to be the repair of rolling stock and components for W.A.G.R. requirements with some construction work.

HIGH SCHOOL STUDENTS*Commercial Education: Permission to Attend Outside Courses*

17. Mr. BRADY asked the Minister for Education:

- (1) Can children under 15 years of age attending high school where shorthand, typewriting, and book-keeping are not taught be permitted to attend at a technical school where instruction in these subjects is available?
- (2) Can children turning 15 years of age during 1967 be permitted to leave school with a view to—
 - (a) attending private coaching schools; or
 - (b) technical schools?
- (3) Will he outline requirements of the department in relation to children wanting to attend schools other than local high schools?

Mr. LEWIS replied:

- (1) No; unless they have completed three years of secondary education.
- (2) (a) "No"; but they may be granted exemption in order to attend a commercial college as under (1).
(b) "Yes," under the same conditions as (2) (a).
- (3) Children may attend non-Government schools that are registered as "efficient" schools under the Education Act.

CLAREMONT MENTAL HOSPITAL

Morris, S. J.: Tabling of Personal File

18. Mr. TOMS asked the Minister representing the Minister for Health:

Will he lay upon the Table of the House the personal file of Mr. Sidney James Morris (Snr.), a former painter employee of the Claremont Mental Hospital?

Mr. ROSS HUTCHINSON replied:

It is normal to treat personal files as confidential. However, the honourable member is at liberty to inspect it at the department.

PASTORAL LEASES*Vestey's Holdings: Agreement on Regeneration*

19. Mr. BOVELL (Minister for Lands):

Mr. Speaker, yesterday I asked that a question by the member for Kimberley be postponed until Tuesday next. However, I have had the opportunity of obtaining the information and, with your permission, I would like to reply.

The SPEAKER: Very well.

Mr. Bickerton: I thought the House carried the motion.

Mr. BOVELL: I have the Speaker's permission to reply now.

Mr. Bickerton: The Minister for Forests is doing an excellent job.

Mr. BOVELL: The question and answer are as follows:—

Question

- (1) Is the article in *The West Australian newspaper* of the 21st October, 1966, with the heading "Ord Graziers May Not Get Big Area Back" correctly reported?
- (2) If "Yes"—
 - (a) what area of land does the Government intend to retain from each property leased to Australian Investment Agency, known as "Vestey";
 - (b) what area will "Vesteys" still retain until the year 2015?
- (3) Does the agreement made in 1962 by the Government with A.I.A. still exist whereby the Government pays two-thirds and A.I.A. one-third of the total cost of regenerating the land in question?
- (4) If another agreement has been made by the Government with A.I.A., what are the terms of this agreement?
- (5) What in detail has been the amount spent by—
 - (a) the Government on this regeneration programme;
 - (b) by A.I.A.; since commencement up to the present time?

Answer

- (1) The report is substantially correct except that there has been no resumption of the area being treated.
- (2) The three stations concerned are Ord River (913,437 acres), Turner (843,846 acres), and Flora Valley (779,051 acres).
(a) Resumptions from each will be as follows:—
Ord River, the whole;
Turner, 818,246 acres;
Flora Valley, 440,526 acres.
(b) The areas to be retained by the registered pastoral lessee companies are as follows:—
Ord River Pty. Limited, nil;
The Turner Grazing Company Pty. Limited, 25,600 acres (approx.);
Flora Valley Pastoral Company Pty. Limited, 338,525 acres.
- (3) Yes; the contributions by Australian Investment Agency were conditional upon the areas regenerated being subsequently made available for grazing. In view of resumption procedures.

contributions already made by the pastoral lessees concerned will be refunded.

- (4) There was no other agreement.
- (5) (a) \$611,416 have been spent on fencing, pasture regeneration, and permanent accommodation for officers employed on the project.
- (b) Contributions to date are—
Ord River Pastoral Company, \$86,558.
Turner Grazing Company, \$40,000.

QUESTION WITHOUT NOTICE

TOTALISATOR AGENCY BOARD

*Winning Ticket Issued to Mr. Nettle:
Legal Action*

Mr. TONKIN asked the Minister for Police:

- (1) Has it not been stated by the Chairman of the T.A.B. that the board welcomed legal action in connection with the dispute over payment of a winning ticket issued at its Rockingham agency last November, and to facilitate this it was prepared to pay Mr. Nettle's legal expenses up to \$500?
- (2) Has not the chairman stated that a matter of principle was involved and therefore implied that the board's readiness to go to law was because of its desire to determine the principle and not to avoid payment of the winning ticket?
- (3) If, in fact, this is the real reason actuating the board in making its quite generous offer, why is it now resorting to tactics more calculated to improving its prospects of obtaining a favourable judgment on its liability to pay rather than facilitating the establishment of the facts of the case and the proper determination of the principle involved?
- (4) In what way does the tabling of a copy of the case submitted to, and the opinion obtained from, the board's legal advisers prejudice the board's case to have the principle involved fairly determined?
- (5) As that which was purported to be the legal opinion has already been shown to Mr. Nettle, is it the statement of the case upon which the opinion was based that is influencing the board in refusing to make the documents public?
- (6) Will he give reconsideration to the request to table copies of the case submitted to the board's legal advisers and their opinion thereon?

Mr. CRAIG, replied:

- (1) Yes.
- (2) The chairman stated that a matter of principle was involved,

but the implications were that the board itself felt confident of the correctness of its attitude but did not wish the fear of costs to deter Mr. Nettle from having his viewpoint tested in court.

- (3) to (5) The board's actions are regarded as generous and quite proper in the circumstances. Mr. Nettle, although shown a copy of the legal opinion given to the board, refused to disclose to the chairman the legal advice which he, Mr. Nettle, had received. He was quite entitled to so refuse. It is not customary for intending litigants to disclose legal opinions obtained to the opposing litigants. In the circumstances, and in view of Mr. Nettle's expressed intention to take court action, the board considers that it should refuse to disclose any more of its own case.
- (6) No.

INDUSTRIAL ARBITRATION ACT AMENDMENT BILL

Report

MR. O'NEIL (East Melville—Minister for Labour) [2.35 p.m.]: I move—

That the report be adopted.

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

Ayes—24

Mr. Bovell	Mr. Hutchinson
Mr. Brand	Mr. Lewis
Mr. Burt	Mr. W. A. Manning
Mr. Court	Mr. Marshall
Mr. Craig	Mr. Mitchell
Mr. Crommelin	Mr. Nimmo
Mr. Dunn	Mr. O'Connor
Mr. Durack	Mr. O'Neill
Mr. Elliott	Mr. Runciman
Mr. Gayfer	Mr. Rushton
Mr. Grayden	Mr. Williams
Mr. Hart	Mr. I. W. Manning

(Teller)

Noes—16

Mr. Bickerton	Mr. Kelly
Mr. Brady	Mr. Moir
Mr. Davies	Mr. Norton
Mr. Evans	Mr. Rhatigan
Mr. Graham	Mr. Sewell
Mr. Hall	Mr. Toms
Mr. Hawke	Mr. Tonkin
Mr. Jamieson	Mr. May

(Teller)

Pairs

Ayes	Noes
Mr. Nalder	Mr. Curran
Dr. Henn	Mr. Fletcher
Mr. Guthrie	Mr. Rowberry

Question thus passed.

Report adopted.

MEDICAL ACT AMENDMENT BILL

Second Reading

Debate resumed from the 25th October.

MR. NORTON (Gascoyne) [2.38 p.m.]: Although this is a small Bill it is most important to me and to all members of the community. It proposes to amend one of the oldest Acts on the Statute book, because the Medical Act was first proclaimed

in 1894. On checking the index to the Statutes I have found the Act has been amended only 10 times, and most of the amendments have been made since 1942.

The Bill before us contains three amendments, two of which are of relatively minor importance. The first simply seeks to delete from the Act the definition of "Minister" because with the present method of revising all Acts, the definition is unnecessary. Therefore there is no argument against that amendment. The second one seeks to bring the principal Act into line with the newly-proclaimed Mental Health Act, which previously was referred to as the Lunacy Act. Therefore, this is a necessary machinery amendment.

The principal amendment in the Bill seeks to amend section 13 of the Medical Act; and one could say that this is the operative section in the Act. This section was not amended from the inception of the Act until 1942, when some other amendments were made.

Up to that time the Medical Board could do very little to suspend for a period or otherwise deal with medical practitioners who had committed offences. The only course open to the Medical Board was to suspend a medical practitioner for life, and there was no alternative. Under this provision in the Act a medical practitioner could only be suspended if he had been convicted of a felony, a crime, or a misdemeanour, or had committed an offence which in the opinion of the board, rendered him unfit to practice as a medical practitioner. The Medical Board had no jurisdiction, and it had to accept the findings of the court. In 1945 the Act was again amended, and broadened to a small degree in that respect.

The Bill before us seeks to repeal subsections (1), (2) and (3) of section 13, and these are the operative provisions under which the board acts. Although these three subsections of the Act are to be repealed, the proposed provisions in the Bill have been worded in much the same way and have been broadened in the process. They will deal more precisely and more explicitly with the matters in respect of which medical practitioners can be dealt with by the board.

In proposed subsection (1) a medical practitioner can be dealt with by the board if he has been convicted of a felony, a crime, or a misdemeanour, or has been guilty of an offence which, in the opinion of the board, renders him unfit to practice.

The next part of proposed subsection (1) of section 13 deals with infamous or improper conduct in a professional respect. This is a matter which can only be decided by the medical people themselves, because it is not so easy for laymen to do so. Then the subsection deals with a new aspect; that is, drunkenness, frequently at short intervals of time. Although drunkenness

is dealt with in the Act, the existing section is to be broadened. To me the words "frequently at short intervals of time" are peculiar, because "frequently" mean "at short intervals of time".

Under the provisions in the Bill a medical practitioner can also be penalised if he has been convicted of a felony, crime, or misdemeanour by some authority outside the State which has similar powers to those of the Medical Board in Western Australia.

The provisions in the Bill do not cover some aspects of the conduct of medical practitioners. In view of a couple of experiences in the northern part of this State I consider those aspects should be covered. In the first case, an elderly doctor was sent to Carnarvon as a locum. He had not committed any offence under the Medical Act, but he was old and senile. His memory was failing, and so bad was it that he did not know the car he was driving.

He had a four-wheel-drive Gypsy Major Austin, and it was the only one in the district. When he left the hospital he did not even know the car he was supposed to drive, let alone the direction he was to take. Yet this doctor was the holder of a certificate entitling him to practise, and he was sent to Carnarvon. Needless to say he did not last very long; and as a result of complaints he was shifted. An examination should have been made of this doctor to ascertain whether he was mentally capable of carrying out his duties.

In the second case, a doctor had been engaged on a construction project in the north, but the unions got rid of him very smartly. He came down to Carnarvon and put up his plate to practise as a doctor. He did not last very long in Carnarvon. I think he was probably an alcoholic; but evidently he was too old. He did not even look like a doctor, and his appearance was unclean. Yet he also held a certificate to practise.

Mr. Brady: He is in the right union!

Mr. NORTON: We were unfortunate to have two doctors like those. One of them went to Carnarvon of his own volition, but the other was sent there. Under the provisions in the Bill, penalties on more or less a sliding scale will be imposed according to the severity of the offence or misdemeanour.

A medical practitioner can be suspended for a period up to 12 months, and can be fined up to \$1,000. He can be required to enter into a written undertaking to be of good behaviour for a specified period, but should he break his bond then he can be deregistered by the board.

Under the provisions of the Bill it will be possible for medicos to submit themselves for medical examination by two psychiatrists—one nominated by the board, and the other by the medical practitioner

concerned. A medical practitioner can be suspended until such time as he is certified as being medically fit to take up his duties again. The Bill sets out to rectify a number of things in the Act which have badly required attention over the years.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [2.48 p.m.]: The member for Gascoyne's support of this Bill is appreciated. The only point I wish to comment on is that the honourable member believes the Act should contain additional powers to provide for the removal from the medical register of any doctor who becomes senile. I think it is right and proper for such a provision to be made. To my mind the provision at the foot of page 4 of the Bill does cater for that situation. It reads—

(4) Where the Director is of opinion that a medical practitioner is suffering from an illness or intellectual defect which impairs the mental health of that medical practitioner to such an extent that his ability to practise as a medical practitioner is impaired and thereby the safety of the public is or may be endangered, the Director shall advise the Board in writing of that opinion.

Under this provision the Medical Board can take whatever action it considers appropriate. I personally think that is broad enough to cover the situation described by the honourable member. I commend the Bill 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.

PENSIONERS (RATES EXEMPTION) BILL

Second Reading

MR. BRAND (Greenough—Premier) [2.54 p.m.]: I move—

That the Bill be now read a second time.

I would explain that the submission of this legislation has followed a move by the member for Balcatta who proposed an amendment to the existing legislation. Following on discussions with him it was decided that the Government should introduce a new piece of legislation, repeal the old Act, and include at least the proposed amendment of the honourable member. I would like to thank him once again for his co-operation. We seem to be working together quite a lot lately.

The object of this Bill is to repeal existing legislation which was passed in 1922 and provide for deferment of rates payable by certain classes of pensioners. It is proposed to legislate for an expansion of

the class of pensioners to whom the privilege will apply and bring the provisions into line with those which now exist under the provisions of the Local Government Act for payment of rates levied by local authorities.

The repeal of the Act is considered desirable because over the years since the existing legislation was passed, quite a lot of the legislation referred to in the current Act has been superseded. For instance, the Municipal Corporations Act and the Road Districts Act referred to in the existing legislation have been replaced by the Local Government Act, and the Social Services Act of the Commonwealth has replaced the Commonwealth Widows Pension Act.

Under the existing legislation, the exemption, which is in the form of a deferment of the payment of rates which become payable on the sale of the property or the death of the pensioner, is available to a pensioner under the Invalid and Old Age Pension Act; to any member of the forces within the meaning of the Australian Soldiers Repatriation Act, 1920-37, of the Commonwealth; to the wife or widow of any such member who is in receipt of a service pension; and to any widow in receipt of a widow's pension under the Widows' Pension Act, 1943, of the Commonwealth.

In all cases when deferment is granted, rates must be secured by a first charge on the property of the pensioner. The right of deferment, however, does not apply to property which is a war service home within the meaning of the War Service Homes Act, 1918-37, unless the consent of the War Service Homes Commissioner is obtained to the rates being a first charge on the land. This was the subject of the honourable member's proposal. The consent of the War Service Homes Commissioner to its being a first charge on the land cannot be obtained, and this therefore has precluded this particular type of pensioner from having advantage of the rates deferment.

When the Local Government Act replaced the Municipal Corporations Act and the Road Districts Act, provision was made in the Local Government Act to cover the deferment of payment of the rates on pensioners' properties levied under the Local Government Act, and provisions in the Local Government Act were somewhat more extensive than those in the present legislation. This means that a pensioner within a water area could receive different exemptions from payment in connection with local governing rates as distinct from rates levied by water supply authorities.

It is very advisable to have the same exemptions granted if at all possible. This Bill undertakes to widen the scope of exemption from payment for rates levied by the Minister for Works and Water Supplies, the Metropolitan Water Supply

Sewerage and Drainage Board, and local water boards.

In addition to the persons entitled to exemption under current legislation, the Bill provides for the following exemption of payment of rates:—

Any person who is an owner/occupier in receipt of a pension under Commonwealth legislation. This pension is payable to "widows" and such persons as "deserted wives" and "divorcees". This is an expansion of the benefit, because under existing legislation it is payable to "widows" only.

The granting of deferment of payment to owner/occupiers of war service homes with the approval of the Director of War Service Homes and subject to a second charge on the property in lieu of the existing provision for a first charge.

A further concession under this new legislation is that it provides for deferment of payment of rates under the Rights in Water and Irrigation Act and the Land Drainage Act.

In addition to these expansions of concession, the Bill also provides for similar protection to the Commonwealth-State housing authority as applies to the War Service Homes Commission, the protection of the authority levying rates against the Statute of Limitations and a more specific definition of "ownership." Some doubt has at times existed as to the qualifications necessary to constitute "ownership" for the purpose of qualifying for the exemption of payment of rates. It is thought advisable to define the qualifications in clearer terms.

Debate adjourned, on motion by Mr. Graham.

ANNUAL ESTIMATES, 1966-1967

In Committee of Supply

Resumed from the 20th October, the Chairman of Committees (Mr. W. A. Manning) in the Chair.

Vote: Legislative Council, \$54,700—

MR. EVANS (Kalgoorlie) [3 p.m.]: I welcome the opportunity to ventilate a few matters which I feel are worthy of mention and worthy of attention. Most of these matters are a question of administration. I hasten to mention that I do not require any legislation to effect the reforms and objects I have in mind.

First of all I would like to refer to the administration of the Mining Act and, in particular, to the mining of temporary reserves under that Act. The Mining Act as we know it today was enacted in 1907. In the Act then were two sections which are still intact today, and they deal with the question of temporary reserves. One of those sections is concerned, simply and

solely, with temporary reserves granted for alluvial goldmining and, as such, at the present time it is not of great effect.

However, the other section is the only provision of legal machinery for the granting and the holding of temporary reserves, which are causing such great interest today; because large tracts of Western Australian land are being granted and held by persons, both natural and corporate. Great interest is being shown in the prospecting for particular minerals.

Earlier this year, the Amalgamated Prospectors and Leaseholders' Association, by way of the Kalgoorlie branch of that organisation, and at the request of its members, held a public meeting in Kalgoorlie. This meeting was very well attended and many grievances were ventilated. It would seem that the legislative machinery dealing with this subject is quite inadequate today. This is to be understood inasmuch as minerals have only come into their own to any great extent in recent years.

As I mentioned when I commenced my remarks, the section dealing with this subject is an original section in the Act, which was enacted in 1907. If one were to search the Act itself for any other provision relating to temporary reserves for minerals, one would look in vain. If one were to look into the Act for any regulations which qualify, or explain, the operation of this legal machinery, again one would not be successful. The Minister in his wisdom has drawn up a document and this document sets out what might be called the policy of the department with regard to the granting and the holding of such reserves.

First of all I would mention that section 267 of the Act, which is the one dealing with temporary reserves granted for the purpose of prospecting for most minerals other than gold, provides that the Minister, himself, may set aside land as a reserve. Such land is then exempt from the other provisions of the Mining Act for mining purposes. As I have said, the Minister, himself, may do that. However, having done that, of course, power is provided for the granting of such a reserve to a person, whether the person be natural or corporate, for prospecting in that area; but this power, by section 267 of the Act, is reserved not to the Minister himself but to the Governor-in-Council.

The principle upon which this provision works is that the Minister may set aside a reserve and then the Executive Council may grant the right to prospect within that reserve. That right is exclusive to a person.

The Minister, himself, has drawn up a document which sets out certain principles, and I feel that these principles are meant to act as guidelines for the Minister and the department to follow in the granting of these reserves. The existence of this

document is not very widely known and, apart from those who have inquired at the department and the officers of the department, very few people have ever seen it and even fewer people have a copy of it in their possession.

The Amalgamated Prospectors and Leaseholders' Association, on behalf of interested persons, has asked that these provisions, which on the whole seem extremely fair and quite adequate to meet the situation, short of further legislation, should be incorporated into the regulations of the Act. Consequently, such a document would cease to be almost what one might call clandestine or esoteric. This information would be available to anyone who was interested enough to peruse the regulations of the Act.

At this meeting to which I referred, a request by way of resolution was made to the Minister to do just that. Perhaps I may refer to one or two points taken from this document to illustrate the difficulty and what might possibly be called the confusion which exists amongst persons who have shown an active interest in prospecting for minerals where a temporary reserve has been granted in an area in which the prospector, or prospectors, have shown an interest or desire to prospect for certain minerals.

One of the principles set out in the Minister's document provides that in the case of an existing right to a mining tenement, the granting of a temporary reserve by the Executive Council to a person shall not, of itself, prohibit the person who had an existing right in the area beforehand from carrying on and giving effect to such a right.

The provisions of this general principle should be qualified to the extent that such a person who had an existing right should be allowed to continue provided that in continuing, he does not interfere with the workings of the holder of the reserve; because a person who has been granted a reserve is granted the exclusive right to mine or prospect, within the time set down in the grant, for the particular mineral or minerals for which the reserve is granted.

The question arises, and it has arisen, as to what constitutes the workings of the holder of a reserve. Let me quote what could be a typical scene. A prospector for gold could have applied for and obtained the registration of a prospecting area limited to 12 acres. He could be working his claim when a temporary reserve could be granted to somebody and this reserve could include the small 12-acre claim that the prospector had been working. In this instance the prospector could carry on in his own happy way, working his claim, until someone representing or being the person holding the reserve came along and said, "Well, old chap, you have to get going. You are interfering with my workings."

In that case the prospector would be in a quandary as to whether he is, by law, to be evicted from his claim or whether, because of the particular principle that the Minister has set down as a guideline, he will be allowed to continue. This situation takes my mind back to the first point; that the document the Minister has drawn up has no sanction of law about it; it is purely and simply a guideline for the Minister. It was drawn up by the Minister and it can be changed by the Minister.

That could apply to a regulation, too, but at least if something is enacted as a regulation there are certain conditions attaching to it. If it is a new regulation, or an amendment to an old regulation, it has to be brought before Parliament and it must lie on the Table of the House for a certain number of days. There are other conditions attached to that procedure, too.

However, the Minister can, whenever he feels like it, change the principles that he has drawn up, and it is felt that the document to which I have referred, which includes all the various points I have mentioned, should be included in the regulations. But that is not all. There should be a clarification of the point as to what constitutes the workings of the holder of a reserve. In other words, a definition should be included clearly to enunciate the minimum amount of work required to constitute the workings so far as the holder of a reserve is concerned.

Let me instance a hypothetical case of a big corporation employing several geologists. One of these geologists might be walking across a field with a map under his arm, and, possibly, a compass in his hand, and he comes across a prospector searching for gold. He tells that prospector to get going because he is interfering with the workings of the reserve holder. The question arises whether a geologist with a map under his arm, and a compass in his hand, is engaged in carrying out the workings of the holder of the reserve.

These are the questions which are confronting the persons to whom I have referred, and they are very much concerned about the legal aspects where temporary reserves have been granted; they are concerned at the large tracts of land which have been set aside for reserves; and they are concerned because the law relating to this subject seems to be extremely limited, only one section of the Act being applicable and not one regulation in existence to clarify or explain the legal machinery.

Mr. Burt: Wouldn't the holder of the prospecting area be absolutely exempt from any interference from a temporary reserve holder? Isn't his area completely taboo?

Mr. EVANS: No; that does not seem to be the case. A person who is granted a temporary reserve under section 267 appears to be given the exclusive right to prospect for particular minerals.

If a prospector is searching for gold, and he has been granted a prospecting area subsequent to the granting of the claim for a temporary reserve which covers a far bigger area, but which may include the area being worked by the prospector, and the holder of the reserve says to the prospector, "Well, old chap, you are interfering with my workings in the search for nickel. You are prospecting for gold and I couldn't care less about gold and you are in my way so far as prospecting for nickel is concerned"; it would seem that the rights of the holder of the reserve take precedence over the rights of the prospector for gold.

We are looking for a definition which can be included in the regulations made under the Act to define what shall be the minimum amount of work required to constitute "the workings of the holder of the reserve." That probably would not in itself be sufficient, because this general principle—that the granting of a reserve shall not in itself prohibit anyone who has an existing right from carrying on his mining, provided that such holder of the existing right does not interfere with the workings of the holder of the reserve—is set out only in the document which is a guideline for the Minister. It is not even a regulation. It is felt that if the principles to which I have referred, and which were generally accepted by the prospectors at the meeting, were first of all included as regulations, so that the position would be made clear to the public, and a definition was inserted to define the minimum amount of work required to constitute the workings of the holder of a reserve, a great many of the difficulties would be overcome.

Mr. Burt: If a prospector was granted a goldmining lease—

Mr. EVANS: That opens up another aspect altogether.

Mr. Burt: That includes every mineral.

Mr. EVANS: I did not want to touch on that aspect at the moment because I thought it might be confusing to do so at this stage.

I should now like to refer to a question I asked today of the Minister representing the Minister for Mines, because I am pleased to note the nature of the reply. I asked the Minister the following question:—

(1) Has he received a request from the Amalgamated Prospectors and Leaseholders' Association of W.A. (Inc.) concerning the provision of regulations pursuant to the Mining Act regulating the granting and holding of temporary reserves?

(2) If so, is he prepared to accede to this request?

The Minister's reply was as follows:—

(1) Yes.

(2) A general review of the matter of temporary reserves is currently being carried out and the views of the Amalgamated Prospectors and Leaseholders' Association will be taken into consideration.

I am glad to know that that is to be the case.

I will now leave the Mining Act as it relates to temporary reserves, and speak on another aspect which concerns the mining industry of Western Australia. It would seem to me that the Government is very anxious to build up an image of benevolence so far as Western Australia is concerned; to build up a facade of industrial growth in this State; and it would also seem the Government is very concerned to claim the sole credit for this trend which is in progress.

To do this the Government has sought every opportunity to attract industries to Western Australia—industries which, it would appear, in many cases would inevitably have come to this State under their own steam. Concessions have been granted to huge concerns on the one hand, and subsidies have been paid on the other. A short time ago I mentioned one example—I think it was before the present Budget was introduced. Railway freights were severely increased thus particularly affecting the country districts of the State. Almost simultaneously with this we were acquainted with the fact that certain concessions would be granted for the transport of iron ore.

It is the bulk of the country people of this State whose livelihood and existence depends on the lifeline of the railway, and it is they who are being asked to carry the extra burden. It would seem that the Government has imposed these extra burdens regardless of the consequences. I know this has been the case in the goldmining industry; an industry which the Government is aware—and if it is not aware, it should be—has been fighting what might be called an unwinnable war against the rising cost of production in relation to the price fixed for gold. The price fixed was \$35 American, and this was fixed during the depression years; in the early '30s.

I could mention other examples of the Government seeking to offer privileges to one section of the community to the neglect—and in some cases to the deliberate burdening—of others. I could mention many such salient examples, but perhaps none are more hallmarked than the careless regard that has been shown by the Government for the future of the township of Collie.

I would like to dwell on this subject for a few moments, because I feel it is one that should exercise the minds of all members of the State Parliament of Western Australia, because when anything which is so vital—particularly when it concerns

one of the principal towns of the State—is allowed to linger and die a slow death, surely it cries out for attention by the entire State.

Although I have been elected as member for Kalgoorlie, I feel that, quite apart from the electors of Kalgoorlie, I have a State-wide responsibility to all citizens. I would like, therefore, to support the member for Collie in his efforts. His has been a voice in the wilderness. He has conducted a battle for many years; a battle which he has carried on alone, and in which there is justice so far as his cause is concerned; but all his representations appear to have fallen on deaf Government ears.

I would now like to return to the question of subsidies. The farming communities in Australia—and I speak now on a national level; because it seems to be a nationally-accepted principle that the farming community has come to depend in many ways on quite lavish subsidies—is very well served in this respect. Huge subsidies are paid, on a national level, to maintain the dairying industry; and other measures such as quotas have been set on the production of margarine, which again is an attempt to protect the dairying industry from the natural and wholesome competition from what might be called Mrs. Jones's favourite commodity.

If this principle of subsidising industries and of protecting them is regarded as basic and essential on a national level; if it can be so accepted on a national level, then surely a demand can be met in the case of Collie, which will face a very bleak future if the present situation is allowed to continue. Surely that situation is one which the Government should try to remedy.

If we look at the position today we find the Government had what it called a policy of rationalisation of coal contracts; that was a few years ago. If this could be called rational at all, it was a very one-sided affair. One surely could not call the plan a stabilisation plan; though one could possibly call it a "stab"-ilisation plan—and by this I mean a stab in the back for the township of Collie.

A more realistic and humanistic fuel policy must be introduced into this State; one that will have regard for the potential use of coal. Other nations have shown that both coal and oil can be used side by side to the advantage of both industries, and to the detriment of neither. But in this State at the present time there is a great feeling of uncertainty in the township of Collie; and, to the credit of Western Australians generally, I would like to say they are not parochial, because I have had people in Kalgoorlie—in my own electorate—asking me what the future holds for Collie coal, and what it holds for oil.

People have expressed concern that a rational policy has not been adopted; indeed, they feel it has been deliberately

ignored and rejected by the Government. The Government seems to have its sails set with a view to increasing the use of oil.

This is something which, to the man in the street; the man who is not informed—and I would like to know who is, apart from the members of the Cabinet—is shrouded in a great deal of suspicion. The member for Collie has asked questions in this House as to certain oil contracts, but the Government has refused to make any disclosure at all in regard to them. That is the situation which prevails; and one can understand the feeling of uncertainty and gloom that exists in Collie—a town which has contributed so much to the industrial growth of this State, and still does. We all owe a great debt to this town; yet it would seem the Government is concerned with using ever-increasing quantities of oil.

I appeal to the Government to display more human feelings in this matter and clearly and quickly announce a policy to show it is capable of following the lead given by the huge industrial nations of the world and to show it intends to introduce a fuel policy which will have regard for both the use of oil and coal to the benefit of Western Australia as a whole, and so remove the feeling of uncertainty and doubt that exists in Collie and elsewhere in this State.

Mr. May: Disappointment is the word.

Mr. EVANS: I regret the Minister for Railways is not present, but I hope one of his officers will draw his attention to the remarks I am about to make. They concern the granting of a privilege to railway employees because of an employee's contract of employment. I am speaking of the rail pass which is granted periodically to employees and to their wives.

The situation which aroused me to speak on this occasion was a result of the fire which occurred earlier this year on the Kalgoorlie express while it was travelling between Kalgoorlie and Perth. On that occasion a railway employee and his wife were travelling on privilege passes. The wife of the employee was badly burned and both lost their travelling possessions.

One would not need to be a Sherlock Holmes to discover the identity of this employee; and, although I do not wish to hide his name, I do not want to give the impression—I want to banish it—that this man has come weeping on my shoulder. He has done nothing of the sort. I would hate to think that anything I said in this Chamber had the effect of bringing big brother from the Railway Commission down on this man like a ton of bricks, saying, "You had no right to go out of the course of your allegiance to the Railways Department and refer this matter to a politician."

I know Government departments are not averse to doing this. This is a matter which is of interest in my electorate, and particularly so to many railway men.

Soon after the fire took place, I was leaving on the train on a Monday evening. I was on the Kalgoorlie platform and about to step onto the train when a person said to me, "Are you insured?" I said, "For what kind of risk?" He said, "For fire or personal injury." I said, "What provoked that thought?" He said, "You know what happened to so-and-so; he was travelling on a free pass and it was found he had no rights whatsoever. I know you have a free pass. Are you quite sure that if the train were burned and your possessions destroyed by fire, or from some other cause whilst you were travelling on the train, you would have any right of recourse to recover damages?"

This seems to be the essence of this subject. I have before me an application for annual or long service leave. It is Western Australian Government Railways form No. 396, which is an application form for long service leave and a free pass. The employee is required to set out on this form the reason for which he requires the free pass. He has to give his name, his wife's name, etc., and then there is an agreement which he is required to sign. This is what he signs—

In consideration of the grant to me of a free pass in pursuance of the application made above, I agree that the Commission shall be under no liability whatsoever for any injury, loss, or damage arising to the person or property of myself or of any person carried on or using any such pass or for any negligence or actionable matter or thing done or omitted by the Commission, its servants or agents, giving rise to any such injury, loss, or damage, and I will indemnify, and keep indemnified, the Commission, its servants or agents, against all actions, claims and demands by any such person, or by any person making any claim by statute or at common law in respect of any such injury, loss, or damage.

In making this application for Leave, I hereby acknowledge that the granting of it is subject to the following condition:—Leave is granted solely for recuperative purposes.

I ask: What sort of a *quid pro quo* is that? Here is a man who, in the case of long service leave, has worked for 10 years—I am not speaking of any particular railway employee—and he wants to go away to enjoy that leave. However, first of all he applies for a pass and has to do so by signing the onerous application which I have read out.

I have before me an advertisement which appeared in an issue of *The West Australian* and which was inserted by the Western Australian Government Railways seeking employees. This advertisement is dated the 27th April, 1966, but the date has no significance, because I have seen other similar advertisements. It is headed

"Permanent Secure Employment With the W.A. Government Railways" and part of it reads as follows:—

These positions offer: Good wages and secure employment training for promotion; free passes and travel concessions for self and dependents.

I repeat the advertisement states the fact that free passes and travel concessions are available to workers who fall for the bait and seek employment with the department. It seems that the Government railways should be more honest when framing its advertisement, if it insists on the worker having to sign such an onerous undertaking as I have read out. I would hasten to mention that the case of this particular employee, which has caused me to speak on this occasion, has not come from the employee himself. However, it has caused a great deal of concern amongst railway employees. The situation has drawn their attention to the fact that they are more or less unprotected when they take on the offer made by the department, as part of their employment, to provide free passes. They are unprotected in the event of anything untoward happening to them.

The wife of the man whom I have mentioned was very badly burnt, and one arm is still in a shocking condition. Being a lady, she always wears a glove on that arm. I believe her arm is very painful and it interferes with her capacity to do normal housework. Apart from that, it is extremely embarrassing to her.

Both the husband and wife lost certain belongings in the fire and I believe their total loss was valued at \$906. That was the amount claimed and it was corroborated by a statutory declaration. The department offered a gratuitous payment, and I will quote a small section from a letter, as follows:—

You agreed to accept an *ex gratia* payment for \$500.

That amount was paid by the department, but the department was very careful to point out to the employee that it was under no legal obligation to make such payment. It would appear from the undertaking given by the employee, that such might be the case. However, there is one point I would like to bring to the attention of the Minister, and that is, on that particular occasion the employee and his wife were travelling in a sleeping compartment. To occupy that sleeping compartment, they had to pay a fee for the sleeping berths.

In other words, free passes do not provide the right to sleeping accommodation. Those people paid to occupy the sleeping compartment in the carriage which was destroyed by the fire. That situation does give rise to the question whether the undertakings they have to give when going on leave would have a binding effect.

There was another case where transport and sleeping accommodation were paid for by the department.

It is my purpose to draw the Minister's attention to the fact that there is a great deal of uneasiness being expressed by railway people not only in Kalgoorlie but, I am sure, right throughout the State, which has been highlighted by the recent fire which occurred on the Kalgoorlie train.

Sitting suspended from 3.45 to 4.4 p.m.

MR. NORTON (Gascoyne) [4.4 p.m.]: I wish to say a few words on the lack of lights and safe anchorages for small ships along the Western Australian coast, especially the north-west coast. Whilst I am aware that navigation lights are the responsibility of the Commonwealth Government, I believe the State Government should bring this matter to the attention of the Commonwealth authorities, because men who earn their living from the sea rely greatly on the lights which guide them along the coast at night, particularly along the coast of the north-west of the State. This coastline is subject to rapid weather changes and tremendous wind variation; and, further, no fisherman can rely with confidence on the weather reports which are extremely sparse. Further, the Meteorological Bureau is able to make very few contacts out at sea to obtain reports from shipping on which to compile weather data.

On Tuesday of this week I asked some questions relative to navigation lights and safe anchorages along the Western Australian coast to aid small ships, and after studying the answers to the questions I realise how few lights there are along the coast. From Geraldton to Cape Murat—which is our most north-westerly cape—there is a total of only eight lights. One is close to Geraldton at Shoal Point, but after leaving this point there is no other light for the guidance of shipping for a distance of 150 miles, until Steep Point is reached, which is near South Passage, the entrance to Shark Bay.

From Cape Inscription to Cape Ronsard is a distance of 50 miles, and from Cape Ronsard to Quobba Point, where another light is situated, is a distance of 35 miles. From Quobba Point to Point Cloates, the next light along the coast, is a distance of 130 miles, following which there is another light at Vlaming Head—which is close to Cape Murat—a distance of 75 miles. So in a distance of 535 miles along the Western Australian coast there are only eight lights, and this is a coast which does not have many beaches. For miles and miles along the coastline one can see only sheer cliffs, and this creates dangerous conditions for fishermen operating in those waters.

The Harbour and Light Department has recommended that at least another two

lights should be installed along our coast to give better guidance for fishermen and others who operate along it. I believe that four more lights should be placed at various points along the coast, especially in view of the large number of boats that are now fishing in north-western waters. Despite this, for a distance of over 500 miles there are no safe anchorages which are lit at night. Only three anchorages have daylight markings. In fact, in answer to my question it was pointed out there are only five safe anchorages along that long length of coastline.

It was also mentioned in the answer to my question that there are all-weather anchorages at South Passage, Maud Landing, Point Cloates, Norwegian Bay and Port Gregory. Norwegian Bay and Point Cloates are close together, so we could count those two anchorages as one. Those are two of the anchorages which are marked to allow boats to enter in daylight. South Passage is the other one.

I asked another question today regarding Teggs Channel. I had not referred to this channel in the questions I asked on Tuesday. Teggs Channel is located at the mouth of the Gascoyne River and is a proven safe anchorage, but for some reason it was omitted from the answer given to my previous question. In the answer given to the question I asked today there was a rider to it, as follows:—

It is the only anchorage in that area and it was used by the Nor'-West Whaling Company for its prawning vessels in bad weather.

The first part of the question stated—

Teggs Channel is a safe anchorage providing boats' gear is in good order.

No-one operating a boat along the Western Australian coast should do so unless his gear is in good order, particularly when the boat is a large one. I do not think any fisherman operating along our coastline would venture out to sea unless he was absolutely certain his gear was in good order.

Teggs Channel has proved to be a safe anchorage in a cyclone. The *Orient Castle* and the *Trizon* were both anchored there in 1940, and during the worst cyclone we have ever had they dragged their anchors only slightly. Teggs Channel itself is perfectly safe, and should any boats go outside the channel they can only go on to mud banks, and are able to return to the channel when the wind subsides.

This channel is extremely hard to see if the wind is blowing, because the wind stirs up silt and mud which is deposited at the mouth of the estuary. This makes the water very dirty and one cannot see those parts where the water is sufficiently deep to give draft to a boat. If 300 or 400 yards were dredged in this vicinity, boats 50 feet and 60 feet in length could enter Teggs Channel without any trouble.

This channel enters the sea at an angle, but anyone following it would be able to obtain a safe anchorage.

All anchorages along the north-west coast should be lit to enable fishermen, or others operating boats along the coast, to enter them at night, because the skipper of a boat never knows when he is going to be in trouble. His engine might be causing concern and he might be forced to run for an anchorage before he strikes bad weather. If he cannot locate an anchorage at night because there are no lights to guide him, he would have to remain in the open sea to weather any storm that may arise. Therefore these anchorages should be lit at all times during the night for the guidance of all ships operating along our coast.

On one occasion the Nor'-West Whaling Company had its trawlers anchored at its own jetty when a strong westerly blew, and five of the boats were grounded. When a gale blows in these parts there is not much time to reach the boats at anchor to secure their moorings, and on this occasion the three boats were blown up on the beach and they were badly damaged.

When a boat is lost, the initial cost of the boat and the cost of the gear are not the main concern of the fisherman who has suffered the loss. He is more concerned with the cost of replacing the vessel with one of a similar size. Most of the boats at present in use are not new but they are in good condition, and if one had to be replaced, the cost of a new vessel would be four or five times the original cost of the boat lost.

If the fishing industry is to progress and develop, safe anchorages for the boats must be provided so that they can be sure of reaching a safe harbour in an emergency. I have read Press reports and other literature on fishing, particularly in the north-west, and from time to time such reports indicate that the industry is developing rapidly. Prawn fishing, in particular, is making rapid strides, and on Tuesday, the 16th August, 1966, *The West Australian* featured an article on tuna which was headed, "Tuna May Earn Dollars."

This year, one of the boats engaged on prawn trawling caught over 70 tons of tuna, and was only fishing for one day a week. His average catch per day was two tons of tuna, and this quantity was caught near the coast, and not out in the natural habitat of the fish, where much larger quantities can be caught. I understand he was using the pole type of fishing, but if he had used a purse seine net, the return would have been terrific, because this fish travels about in large schools and can be caught easily. It is noted that trawling companies are to increase the size of their vessels, and these will require good anchorages when they operate along the coast.

I would like to deal with another point; that is, the trapping of snapper. I know that not much can be done about this at present, because restrictions on traps have been introduced. But some fishermen, who do not care how the fish are caught, or what the quality is, still trap snapper in Shark Bay with heavy steel traps outside State waters. Fish which are caught in these traps are only second grade, because they become mad and swim around frantically when trapped, knocking each other about and bruising themselves in the process.

During the trapping season, quite a number of fishing boats pull alongside the jetties in Perth to sell the fish direct to the public. The reason they do this is that the fish merchants will not buy fish which have been caught in traps. People who buy such fish will find on lifting the "wing" an orange or brown stain on the fish. This is a sign of bacterial decomposition, and that is why boats cannot sell to the freezers, and so pull alongside jetties to sell the fish direct to the public.

I have taken a very active interest in the road maintenance tax and in interstate road hauliers, who were supposed to be the ones at which this tax was aimed. When the Minister introduced the legislation he said that quite a number of vehicles coming from the Eastern States to Western Australia were not making any contribution towards the maintenance of our roads. He said the number of such vehicles was about 6,000 and these came over pick-a-back on the railways, and they carried 84,000 tons of goods.

During this session I asked the Minister a question as to how many of these interstate vehicles had been sighted, how many had paid the tax, and the amount of tax collected over a certain period. He replied that the amount received from interstate road hauliers from May to the end of September last amounted to \$32,144. We find that a total of 535 vehicles paid this tax, but there were 340 others sighted which had not paid the tax.

According to a report which I saw in a newspaper it was said that prosecutions would be launched shortly against those who had not paid the tax. The department will have its work cut out to trace the vehicles concerned, because it is known to me that quite a number of them carry more than one set of number plates. I know for certain that one such vehicle carried five sets of number plates, and no consignment notes to show the load. The operator of that vehicle met with an accident, as a result of which his identity became known. If the department thinks it will be successful in launching prosecutions by sighting the vehicles, then it is mistaken.

I have been told by people who reside on the east-west road that the drivers of some interstate vehicles change their number plates very smartly when they receive a signal that someone is about. If

a vehicle is sighted and the number is taken, I am sure that on checking in the State of registration it will be found that the number belongs to a vehicle of a farmer or someone else who has not even left the State.

When I spoke on this matter on a previous occasion, the Minister interjected and said that no estimate had been made, when the Bill was introduced, as to what amount of tax would be collected; but the Premier in his Budget speech did give an estimate, and that is recorded in *Hansard*. He said that \$55,000 was anticipated for the months of April, May, and June. When we look at the amount that has been collected for those months we find it is different from what the Premier has stated. The figure supplied by the Minister for those three months was \$599,214.32, and that is quite different from the \$110,000 estimated by the Premier. This is also referred to in *The West Australian* of the 27th October, 1965, which was the day after the Minister introduced the legislation.

As time goes on he will realise what the road maintenance tax is doing to increase prices. A couple of statements have appeared in the Press relating to the increase in the cost of housing brought about by the road maintenance tax. In April of this year, Mr. Matyear, President of the Master Builders Association, was reported to have said that timber prices had been forced up by royalties imposed by the Government, and road tax showed the biggest increase. He estimated that the increased cost of a house would be about \$1,100.

As far as Carnarvon is concerned, that is not the end of the price rises which have been brought about by the road maintenance tax, because it has also affected the cartage rates of timber and building materials. The freight on building materials for a three-bedroomed house was \$567, but since the tax it has risen to \$562; that is according to the figure supplied by the Minister for Housing for 27 tons of building material, which is what is required to build a three-bedroomed house.

Regarding Exmouth, the freight used to be \$1,201, but with the imposition of the road maintenance tax it has risen to \$1,382, or an increase of \$181. This tax has increased the cost of houses, and as a result rentals will rise. The amortisation of the cost of a house is included in the rental that is fixed. With this amortisation of the cost we find that rentals will increase.

All household commodities and food-stuffs have risen in price. The rise might only be 1c or so per article, but on a weekly basis the total becomes quite substantial. This tax is hitting at the remote areas of the State which rely solely on road transport for their supplies. It is also hitting at the planters, because the tax is applied to the commodities that are sent down, and

also on the cases which are carted on the return trip to Carnarvon. Virtually the planters are paying a double road tax. It has increased the price of blood and bone by \$13 a ton.

Mr. O'Connor: They do not pay the tax on the full load. It is paid on only 40 per cent., because back loading is taken into account.

Mr. NORTON: That is correct. The tax is based on 40 per cent. of the load, plus the weight of the vehicle. The weight of the vehicle plus 40 per cent. of the load is greater than the full load. I know the exact cost. It is 8d. per mile, or \$80 a trip for 20 tons. The department approved an increase in the freights by 10 per cent. on the loading from Carnarvon to Perth, and by 15 per cent. from Perth to Carnarvon; and I have that in black and white. No matter what one buys in the remote areas, one gets slugged by the road tax. If a child buys an article at a store he has to pay more, and so it goes on throughout the north. The further one is away from the major centres the more one has to pay for goods.

I now turn to the subject of rentals, and I will analyse the rents which are payable at Exmouth. I am sorry the Minister is not in his seat, but no doubt he will be able to read what I have to say. I would like some explanation from him on this matter, which cannot be dealt with by placing a question on the notice paper and obtaining an answer from the Minister. The houses at Exmouth cost \$16,198, and the Commonwealth Government subsidises the cost on a \$2-to-\$1 basis.

The amount subsidised by the Commonwealth Government carries no interest charge and is not repayable; and that will be found in answer to a question which I asked this session. This virtually means that the State Housing Commission has to amortise its houses on one-third of the cost. In other words, it only has to amortise \$5,399. This will be found in the answer to a question I asked on the 3rd August, and the annual amortisation can be found in the answer to a question I asked on the 1st September. This sets out very clearly the various components which comprise the rent of any State Housing Commission house, and is definitely applicable to Exmouth.

The amount to be amortised each year—that is, repayment of principle and interest—is \$393.36. If we then work on the basis of 53 years during which time the annual amortisation takes place, we find that the State Housing Commission actually receives \$20,848 in return for an expenditure of \$5,400.

The Minister told me, in answer to a question, that the rate of interest charged on the amortisation was 4½ per cent. reducible. I have worked out in my own method—which may or may not be right; it will be up to the Minister to tell me—that on the figures the Minister gave me the interest rate charged in the rents is

5.4 per cent. flat—not reducible. That is why anyone who is a tenant of those houses will, over the 53 years, have to pay \$15,449 in interest.

I feel that this matter should be carefully studied and the amount reduced, because it is not fair that any person should have to pay a rental of \$17.80 in an area such as that. These people will have no incentive to stay there—and will be receiving no great margins when the township settles down—if they have to pay a rent of that magnitude, especially as two thirds of the cost of the house is being paid for by the Commonwealth.

Mr. O'Neil: Are you referring to the rents of the houses for the Australian work force at Exmouth?

Mr. NORTON: Yes.

Mr. O'Neil: I suggest you have a discussion with the people negotiating the agreement for the work force in respect of what is going to be done to assist them.

Mr. NORTON: Not only those in the work force will be affected. I would point out to the Minister that other folk in the town are affected—those providing services to the people living there. The transport business is involved as are also the shops and the shire council, which has quite a large number of employees.

Mr. O'Neil: Are they to be accommodated in the special houses that are to be built at Exmouth?

Mr. NORTON: They are now.

Mr. O'Neil: This is a special housing project outside the operations of the State Housing Commission.

Mr. NORTON: The Minister can reply to me in his own time. I am making the speech at the moment. He can read my remarks in *Hansard* and make his own speech in his own time; he is wasting mine at the moment.

Mr. Hawke: That is probably the idea.

Mr. O'Neil: I am only trying to help you.

Mr. NORTON: I know it is not a very nice subject, but the Minister cannot get away from the facts. I have asked these questions over a period and the Minister has given me the answers.

Mr. O'Neil: You do not ask the right questions.

Mr. Hawke: The *Daily News* has a poor opinion of the Minister's explanation of matters which come before this Chamber.

Mr. NORTON: I also asked the Minister for the North-West how the houses were to be allocated, and I was told the method of allocation had not yet been decided.

Another matter I wish to raise here concerns the waste of money that occurs in the erection of departmental houses. One department is importing to Carnarvon pressed or wirecut bricks at a cost, the Minister stated, of between \$114 and \$141 a thousand, despite the fact that cement

bricks, which are just as good in that climate, are available for \$45 a thousand. Freight alone on bricks is costing as much as \$99 a thousand. Members can therefore realise how the money is being absolutely wasted. If these economies were effected, enough money would be left over to build two more houses.

Another sphere in which a lot of money has been wasted—and it is hard to find out just how much is in hot water systems. Solar heaters were provided in practically every departmental house in the north-west, but for some unknown reason they do not work in Carnarvon or Shark Bay, and consequently in those towns they have to be equipped with boosters.

I asked some questions on the 3rd August of the Minister for Housing, and he told me the cost of solar heaters varied from \$760 to \$885 with a booster, and from \$650 to \$695 without a booster. This depended on the type and date of installation. The Minister did not state the type of boosters installed.

In houses previously erected, 21 were installed, and 10 were installed in new houses during construction. The cost of the boosters, which are the Metters Speedi-heat solid fuel boosters, varies from \$320 to \$410. Therefore the original cost of these heaters has jumped to nearly \$1,000 since they were first installed, whereas they could have been installed for as low as \$320. These factors should be looked at very closely in the future to ensure that money is not unnecessarily wasted.

The only other matter to which I wish to refer at the moment concerns the release of land for light industry. Nine or 10 people in Carnarvon are anxiously waiting to establish light industry in the town. They are working there now under makeshift conditions and therefore cannot accomplish their best. I have even received an inquiry from someone in Perth who wants to go to Carnarvon to establish a fitting and turning shop. It is industries—the small industries, like this one—which make up a town such as Carnarvon. They provide a service not only for the folk who live in the town but also for those who travel through en route to the north.

I want to deal with quite a number of other subjects, but I will do so on various items later.

Vote put and passed.

This concluded the general debate.

Other Votes and Items dealt with as follows:—

Votes: Legislative Assembly, \$77,700; Joint House Committee, \$98,000; Joint Printing Committee, \$73,000; Joint Library Committee, \$5,100—put and passed.

Vote: Premier's Department, \$251,900—

Mr. BURT: I wish to make some remarks concerning the tourist section of this vote. I had the good fortune to make

a trip a month ago to Alice Springs. This expedition was the outcome of several conferences of the eastern goldfields local authorities and recommendations made by the Laverton Shire Council concerning the possibility of establishing as a tourist route a road which exists along a route east from Laverton to the Warburton Range, across central Australia to Ayres Rock and Alice Springs.

As a result of representations made by the conference, the Laverton Shire Council arranged this trip and I, together with 10 other residents of Laverton, set out in four vehicles—three conventional vehicles and one four-wheel drive vehicle—to travel this road.

The purpose was to ascertain what could be done to open the road up as a tourist route. I do not want to describe the trip in detail, although it was a most interesting experience. We took exactly three days to travel between Laverton and Alice Springs on a route, which is, to say the least, a very unusual one. The road was in a surprisingly good condition and we were all very impressed with the scenery, particularly through the Petermann Range in central Australia and towards the range of mountains known as the Olgas.

We were more than impressed with the tourist potential, and with the fact that the committee which promotes tourism in Alice Springs and Ayres Rock has achieved a signal success.

I was most amazed, when we arrived at Alice Springs, to find a modern town with hotels of a quality we do not have in country centres in Western Australia. Those in authority at Alice Springs have realised that tourism is literally its only form of income, and they are cashing in on this to no small extent. The town contains three very modern hotels and half a dozen motels, and last year 27,000 tourists visited Alice Springs while this year it is estimated that number will increase to 40,000.

The tourists are mainly from Adelaide, Melbourne, and Sydney, and the bus companies are doing a roaring trade; and, of course, there are many private vehicles. The town's residents are catering for tourists by giving them what they want. In other words they are air-conditioning their hotels and providing air-conditioned buses. Their liquor laws are relaxed to an extent which allows the tourist to have a drink at any time of the day until late in the evening at the various cafes and refreshment rooms, in addition to the hotels and the motels.

Mr. Brand: Is this at Alice Springs?

Mr. BURT: It is Alice Springs that I am referring to. Of course, all this activity adds up to a vast income coming into this town and to a regular increase of something like 7 per cent. in the static

population of the town. We were told that the population of Alice Springs this year is estimated to be about 6,500 people. As I say, this is increasing at the rate of 7 per cent. and, when one considers that to this number there is added something of the order of 40,000 tourists, whose estimated individual spending rate is about \$20 per day, one can see just what tourism means to this town in central Australia.

Ayres Rock, which is a magnificent sight, is situated about 300 miles to the west of Alice Springs and, whilst the tourism at Alice Springs was astonishing, I would refer to it at Ayres Rock as being sensational. At Ayres Rock we have this one feature with nothing else of any picturesque nature to support it, and it is situated 300 miles from Alice Springs. Yet 11,000 tourists made the trip to Ayres Rock last year, and that number is estimated to increase to 16,000 for the year 1966.

There are five motels at Ayres Rock, and a small hotel, run by the Swan Brewery, is also in operation there.

As I have said, the purpose of our visit was to see what could be done in the opening up of tourist traffic between Ayres Rock and Laverton along the route which we took. We were assisted in our inquiries by the ranger who is stationed at Ayres Rock, to the extent that only about a fortnight after we had returned to Laverton on this trip, the managing director of the Redline bus company, in a conventional car, made the trip across from Ayres Rock to Laverton and Leonora in order to see just what the possibilities were. I had the opportunity of meeting him in Leonora and he was full of praise for the route across. He stated that, if certain barriers were removed, he would be prepared to commence a bus service in April of next year, bringing tourists from Ayres Rock to Laverton and other towns in Western Australia.

Mr. Brady: Does the member for Murchison think there are any commercial possibilities between Darwin and Perth?

Mr. BURT: I think there is a considerable amount of tourist traffic in existence between Darwin and Perth, between Darwin and Alice Springs, and between Alice Springs and the southern cities. However, the feeling we have is that the known route across the Eyre Highway is not sufficient for tourists and that there should be another route which would avoid the additional thousands of miles which have to be travelled in order to go to Darwin. A shorter route would be possible if the road from Laverton to Alice Springs were opened. If this were done, I feel that the ordinary tourist would travel more extensively; and, when I say ordinary tourist, I mean the everyday traveller. I still think the way the route is now, it is more for the intrepid type of traveller. If this road could be opened, it would make a circular route from east to west, which would be more popularly used.

Mr. Brady: Is there not a route through Giles which was bulldozed through for the satellite proposition?

Mr. BURT: Several roads have been opened up in the post-war years, mainly by the well-known surveyor, Len Beadell. However, I think the route we took, which incidentally went about 20 miles from Giles, would be the one most welcome and most practical from the tourist viewpoint.

Mr. Guthrie: Did you not go to Giles?

Mr. BURT: We went to Giles on the return trip. I was interested to see whether we would be welcome at Giles, because I had heard that the people there did not welcome tourists. We went the 20 miles each way in order to pay what might be termed an official visit and we were very cordially welcomed there. Incidentally, petrol supplies are available at Giles if arrangements are made by radio beforehand.

Mr. Brand: What is the distance from Laverton to Alice Springs?

Mr. BURT: I would say the distance is 1,100 miles. Naturally, speedometers vary slightly and some showed over 1,100 miles whilst some registered under 1,100. However, I would say the distance is near enough to 1,100 miles. As I have said, the trip took us three full days. We usually camped at sundown and got away early in the morning. The condition of the road is generally good but there are two sections in Western Australia from the Warburton Range to the Blackstone Range, a distance of about 120 miles, which need grading; these are on the very eastern part of Western Australia. Grading is also required from a place called Rebecca Creek to the border. Apart from the sections I have mentioned, the road in the part of Western Australia of which I am speaking is quite passable.

Arising out of this trip, the Premier has been requested to receive a deputation to see whether funds would be available to put these two stretches into navigable order. An amount of \$20,000 is the estimate made by the shire and engineer of the Laverton Shire.

In central Australia, apart from the scenic beauty, there is the cave where Lasseter died and was buried; and this, in itself, would be an amazing tourist attraction for all Australians, because the name of Lasseter is still very well known. His grave does not contain his body any longer. It was disinterred and reburied by his family in Adelaide. However, the cave where he died remains, and a cairn has been erected by one of his sons to mark the place where he was first buried.

Mr. Brand: Is it a big cave?

Mr. BURT: It is a cave which would hold about half a dozen people; no, it is not a very big cave. It is right on the edge of a creek in the Petermann Range. Evidently, there is not much indication of mineral-producing country in the Petermanns, but I understand that

south of there, gold, copper, and nickel are being investigated by, I think, the Planet Gold Company, and this could be the area where Lasseter originally made his find.

Mr. Guthrie: Is it accepted that he did make a find?

Mr. BURT: Lasseter's find is legendary, I should say. However, from a tourist viewpoint it would serve the purpose very well.

The main reason why I went on this trip and, I think, the main purpose behind the project as a whole, was to endeavour to bring tourists, and the money they spend, to these outback towns in the north-eastern goldfields of Western Australia.

The **CHAIRMAN:** Order! The honourable member's time has expired.

Mr. GUTHRIE: I would like to add a little to what the member for Murchison has said about the tourist potentiality in this area. I did not accompany him on this trip to which he has referred, but I arrived in Laverton a few hours after the member for Murchison, and the other members of the party, had left on their trip across Australia.

This trip had the effect that the whole of Laverton was denuded of men folk. Only one man was left in the town to receive me and that was the postmaster. The shire clerk had gone, the president of the shire had gone; the publican had gone; in fact, everybody had gone. I was received by the wife of the member for Murchison and by the wife of the shire president, plus the postmaster.

This was the second visit I had paid to Laverton in the space of three months. I must confess my chief interest in Laverton is the fact that I was born there. Some months earlier, in company with the member for Murchison, I had visited Laverton and had actually been shown the room in which I was born. Nowadays, it is not often that a person can be shown the room in which he was born 55 years earlier and find that it is still in use. I must admit that it is not now used for the purpose for which it was used when I came into this world.

The thing which opened my eyes on these two trips which I made is the tremendous tourist possibilities within the electorate of the member for Murchison, which could be dovetailed into the trip he referred to across Australia. I was very surprised—and agreeably surprised—at the quality of the earth roads in the Murchison area—particularly when they are dry—and the speed which one is able to maintain, with a great degree of comfort, when moving along them.

For the benefit of the Committee, I would mention there are many old disused mines in this area, all of which have a great tradition and history in this State. I feel that tourism in the area would be assisted

greatly if it were possible to signpost the roads leading to these mines and also to the old abandoned towns. There are buildings left in many of these towns and they could be labelled, "This was the bank; this was the court; this was the hospital," and so on.

An attempt has been made at Kanowna, which is closer to Kalgoorlie, to do this, but at Kanowna there is practically nothing left. However, the towns of Sandstone and Laverton still exist as towns. As I have said, at many places there are the remnants of towns and mines, and I think these could be made into a great tourist attraction, particularly to people who are nostalgic with memories of either their forebears, or their own early life. These people would like to go back to be able to see what is left.

I must say that, with one or two minor exceptions, I was also agreeably surprised with the quality of the accommodation and the very wonderful hospitality that was provided by all the hotelkeepers. So long as one advised them in advance that one was coming, it did not really matter if one turned up at the normal eating time or not. I had lunch at 2 p.m.; I had dinner at 7.30 p.m., and I found the hotelkeepers would fit in with the wishes of the traveller.

I think a great possibility exists right through the eastern goldfields for the development of tourist traffic which, possibly, could be linked up with a round route back through Geraldton or, alternatively, ultimately one across Australia. One of the most interesting things I saw, and it was one which I have never seen before, although I had heard a lot about it, was the very large dam at Niagara which is just out of Kookynie. This, in itself, is a place of great scenic beauty, but the road into it is rather poor. If this stretch of road, which is not very far from the main Kookynie-Menzies road, were improved, tourists would be attracted to visit the dam.

I could go on endlessly describing the places I visited on my second trip. I went across country from Wubin to Payne's Find and Sandstone; from Sandstone across country to Agnew and down to Leonora, and then Laverton. From Laverton I travelled south to Kookynie, on to Edjudina Station, and back to Kalgoorlie. It was a very long trip, but one could travel comfortably for 300 or 400 miles in a day on these roads.

One matter I would also mention—although strictly speaking it does not come within the Premier's portfolio, but it is associated with tourism—is the fact that there are some very old cemeteries in this area which house some historic graves. The member for Murchison and I attempted to find one on our first trip but we failed to do so. I found it on my second trip. I refer to the old original Malcolm cemetery which is now located on

Melita Station, but there is no road leading to it. Unfortunately there are very few names left on the graves. The headstones are still there but the names which were originally painted on the headstones have washed off with the passage of time.

I would like to see some inquiries made into the records to try to identify the graves so that the names can be placed on the graves and people will know who has been buried there. On the second trip my sister-in-law was travelling with me. Her father died in 1905 and was buried in this cemetery but, unfortunately, we were unable to identify his grave. This was a very great disappointment to her.

I commend to the Committee, and to the Premier, the possibilities of promoting tourism through the whole of what might be called the East Murchison area, and particularly in the old goldmining towns.

Mr. BRADY: I wish to have a few words to say about the possibility of opening up a route from Laverton to Alice Springs. I have made this trip several times by road and by air, and I feel there are great tourist possibilities with the establishment of a road through that area. However, my main reason for suggesting the building of this road is not so much from the tourist point of view but because it would open up these areas, and there would be great business possibilities if a road were established from Laverton to Alice Springs.

Apart from the mining centres which have been established along the route, and which would be of interest to the tourists, there are the native missions at Cosmo Newbury and Warburton, and also a place called Blackstone. I went through that area as Minister for Native Welfare and Police, and a nickel mining company had a show at Blackstone. On the trip I felt that the area through which we travelled had enormous pastoral possibilities, particularly north of Giles.

When we reached Adelaide I spoke to Sir Thomas Playford, who was then the Premier of South Australia, and I asked him whether he thought it was advisable to advocate the opening up of that area but he felt it was a little early at that stage. I thought he might be interested in it because in the north-western part of South Australia, just below Alice Springs, there are a number of pastoral properties and native missions. It occurred to me that there were good commercial possibilities if a road were put through to Alice Springs and subsequently to Darwin. In addition it had possibilities from a tourist, pastoral, and mining point of view.

However, it looks as if a project of this nature, if proceeded with, will have to be on the basis of South Australia, the Northern Territory, and Western Australia combining to meet the cost.

When I was last going through there Surveyor Beadell had a bulldozer working

in the area just north of the Warburton mission. I think he was having a road bulldozed through somewhere in the vicinity of Meekatharra—it had something to do with the satellite programme. I understand Surveyor Beadell was the man who surveyed the road between Darwin and Alice Springs early in the 1940-45 war. He is a colourful character and has an immense amount of drive, initiative and ability. I am sure he would be one who would be able to advise the Government regarding difficulties that would be encountered in the area.

However, it would probably be a very costly project to build a road between Laverton and even the Warburton mission, because of the sand drift in the area. It makes the position very difficult but I am sure that these things could be overcome and the time is perhaps opportune for a survey to be made and a report presented on the possibilities I have outlined. Perhaps that survey cannot be made immediately but the possibilities are there and ultimately I am sure a road will be built from Western Australia through to central Australia—to places like Alice Springs, Ayres Rock, and Darwin, and with possibly a short cut through to Tennant Creek and across to Mt. Isa in Queensland.

We have to be big enough and look ahead at the possibilities not only for economic reasons but also for defence and other purposes. Therefore, I think the member for Murchison was on the right track and I hope, if he does make representations to the Government, those representations will be given consideration and the Government will have a look at the possibilities. I am sure it would be to the ultimate benefit of Western Australia to open up a road through Laverton, the Warburton mission, Giles, and across to Ayres Rock and Alice Springs. I hope the Government will give some thought to the matter in the future.

Point of Order

Mr. BURT: Mr. Chairman, I wish to query whether you were in order in asking me to stop speaking? I refer you to Standing Order 167 which states, *inter alia*—

No member other than a member in charge of a Bill or motion, or Minister in charge of an Estimate, shall speak for more than fifteen minutes on any one question on the first occasion, nor more than ten minutes on each subsequent occasion. This Standing Order shall not apply to a Minister introducing the general discussion on the Consolidated Revenue Fund or General Loan Fund Estimates or the general discussion on the administration of a Minister's Department.

I would also refer you, Sir, to Standing Order 386 which refers to a general discussion on the administration of a Minister's department. I was talking during

the general discussion on a Minister's department.

The CHAIRMAN: We are now debating division 7. When he introduced the Budget, the Premier introduced his own Estimates at the same time and every member had an opportunity after that to speak for one hour. Approximately an hour ago that general debate finished and we took a vote on the first division. That concluded the opportunity for members to speak for one hour. Now that we are on the division we are in Committee, and there is a time limit of a quarter of an hour for each member. I have been a little generous in this regard because the honourable member should really relate his remarks to an item. As I said, because the other debate had finished, I was a little generous, and I want to be able to continue that way. The honourable member will have an opportunity to speak for a quarter of an hour on each occasion.

The honourable member will also have another opportunity of speaking on each Minister's Estimates as he introduces them. However, for the time being we are in Committee with a limit of 15 minutes to each member. I hope that makes the position clear.

Mr. Kelly: Can we speak a second time?

Committee Resumed

Mr. MITCHELL: Whilst on the question of tourism I would like to make a few comments. First of all, I heartily endorse the statement of the member for Murchison about the tourist potentialities around Alice Springs. I made a bus trip from Darwin to Alice Springs some 18 months to two years ago and it is interesting to note that whilst some may think there is not much to see in that area, almost 15,000 people a year travel by bus from Darwin to Alice Springs, principally to see what the member for Murchison mentioned. It was a great education to me to see the tourist potential of some of our inland areas.

In this regard I would like to mention the Stirling Range. We fortunately have had some assistance from the Main Roads Department and the Tourist Development Authority in establishing roads, one of which has only recently been opened. This road winds through the Stirling Range from east to west, a distance of something like 15 miles. I have not yet had the pleasure of travelling along that road but I believe the scenery is very beautiful. I am hoping that at the weekend I will be able to take the Minister for Tourists along this road to show him that in Western Australia we have something equal to many other places.

Mr. Hawke: Has the honourable member ever been to Grass Valley?

Mr. MITCHELL: I stayed at Ayres Rock for two or three nights and it appeared to me that we had much the same oppor-

tunity to establish a motel, a rest centre, or a place where people could camp overnight, in the Stirling Range. In the last few weeks I have seen busload after busload of people leaving Perth for wildflowers tours in the northern areas. In the Stirling Range and the Great Southern area generally we have some of the best wildflowers in Western Australia. Also, in the Stirling Range there is hill climbing, scenery, and everything else that could be desired to make it a first-class tourist centre. I hope it will not be long before we can encourage either Government or private enterprise to establish a motel there so that people can stay overnight, or for a week if they so desire, particularly in the winter time.

Not everybody wants to go to the coast for his holidays in the summertime, and the wonderful climate in the Stirling Range in Western Australia is equal to the climate anywhere. Therefore I am hoping that that part of the State will be developed as a tourist attraction.

Mr. BICKERTON: I shall take advantage of your generosity in widening the scope of the debate, Mr. Chairman. There are a couple of matters concerning tourism I would like to bring to the notice of the Premier—I refer to some of the older buildings in the north-west. Probably the two most important towns in this connection are Roebourne and Broome, and it is Roebourne about which I wish to say a few words on this occasion, or at least the general area around that town, including Cossack.

I was there with my wife a couple of months ago and we went out to Cossack. I would like to bring to the notice of the Premier the disrepair of the old buildings there; and these buildings have a very interesting history.

Squatters have, in the main, taken these buildings over, and they are in a somewhat deplorable state at the moment. I went to the trouble to have someone take a block of slides of these buildings, and at a time convenient to him I would like the Premier to have a look at them, because even if the Government has no money at this stage to carry out repairs, I think at least the squatters should be evicted from the buildings. They should not be permitted to desecrate them in the way they are at present.

There are all sorts of writings on the wall, some of them not very nice to read. The doors are locked—and have great pieces of wood nailed across them. People who wish to view these buildings are very disappointed because no care is taken of them. It is true that one building is in the freehold of the Australian Blue Asbestos Company; but, as it is not being used for the purpose for which it was intended—as a rest home for the company's employees—I think the company would gladly hand the building back.

Other buildings like the magistrate's quarters are being used purely for camping. If the Australian glass company were to visit the area, it would have enough bottles to keep the brewerles operating for a few years. Apart from this we found broken down motorcars lying around the place. But if the Premier can find time to see the slides I have mentioned they will show him more than I can say.

Apart from this there is the gaol building and courthouse at Roebourne which, at present, is occupied by the P.W.D. The tourist is again denied access, because he would be trespassing on private property. The Minister for Works would be well advised to look around to see whether he can find enough money to construct a proper building for the Public Works Department so that this old building can be vacated and used by the tourists who come to the area. It is not fair that it should be denied them because the Public Works Department wants to turn it into a sort of junk yard.

Seeing that the Premier is so interested in tourism, I would also like to bring to his notice a publication entitled, *This Week in Perth*. As we know people travelling by train get brainwashed at Kalgoorlie while getting ready to travel to Perth. I do not agree with all the brainwashing that I have seen. The publication to which I have referred is not put out by the Tourist Bureau but by the Australian National Travel Association.

I have with me this week's copy of the publication and on the front of it is a delightful photograph of the Old Barracks. If one is a tourist coming to Perth, I suppose the first thing one will do is to rush to have a look at them. Among the historic buildings shown in this publication is—

The Barracks, St. George's Terrace, built 1863-7 struggling for survival in the path of Perth's planned freeway system.

As we all know, of course, it ceased to struggle some six months ago. The wheels of progress have turned since then. I hope the travel association will come round to the view that we do not wish to disappoint people who come to the State to view these old buildings. Those who support the archway and the Old Barracks and who wish to see the Barracks would be very disappointed.

Mr. BURT: When you cut me down, Mr. Chairman, I was stating the reason why I was keen to have tourism promoted along a particular route, so as to bring a very necessary and welcome income to the towns of the north-eastern goldfields, which owe their very existence to gold-mining and which, because of the lack of support for the goldmining industry, are rapidly dying. This is a golden opportunity to bring income into these towns. It is a certainty, provided we can overcome two factors.

The first factor I have already mentioned. It is the upgrading of certain sections of the road to an average standard of dirt road. The second factor—and the more difficult one—concerns the Minister for Native Welfare, and refers to the whole of the area surrounding the Western Australian and South Australian border, which is now a native reserve.

This is administered in this State by the Western Australian Department of Native Welfare, while the section in South Australia is administered by that department in that State. The South Australian Government has been adamant that it will not allow any tourists to go through this section. One reason for our taking this route was to dodge the South Australian Government's section.

In the Territory the area comes under the administration of the Welfare Department of the Northern Territory. It is known as the Welfare Department, and not the Native Welfare Department, because it also looks after indigent whites. The department realises that the tourist potential must be encouraged in conjunction with the move to bring a lot of the natives in the Northern Territory away from the rocket range area to the southern part of the Territory, or the Petermann Range; and it must establish nursing posts along the route in the Petermann Range for the benefit of the natives who will occupy that area.

To do this it will be necessary to upgrade the road, and the department realises that when this is done the tourist traffic will inevitably flow along that road, and, accordingly, it will provide motels, the profits from which will go to the department.

That is sound business and it must succeed. It will, at the same time, provide more amenities for the natives in the area. In Western Australia it is still necessary to obtain a permit to travel from the Warburton Range area to the border, and I am asking the Minister for Native Welfare whether he will give consideration to opening up at least a section of this reserve to allow tourists to travel along the road. If that is done, the tourist traffic to which I have referred will start in April next year, provided, of course, the road can be upgraded.

I wish to read a letter which I received from the General Manager of the Redline Coaches Proprietary Limited of Brisbane. He says, *inter alia*—

You may remember the discussion Mr. Freidrichs and myself had with you at Leonora a few weeks ago, regarding the possibility of this Company running organized tours between Perth and Alice Springs and vice versa.

I am writing this letter to enquire what moves are afoot to allow relaxing of the permit system now operating, which makes it almost impossible

to advertise and sell regular tours through Warburton Mission. There is also a section of the track between Warburton and the Blackstones which Mr. McPherson—

He is the chairman of the Laverton Shire—

—advised may be graded to make it easier for tour vehicles, which I presume you would also investigate.

If permits can be secured this Company would travel this route on a regular basis with specially constructed vehicles, which would handle rough and sandy country.

I look forward to your reply with interest.

This large tourist coaching company is desirous of providing a service across the route to which I referred and I trust a permit will be given to enable this lucrative business to commence early in 1967.

There is a type of traveller who, today, uses these buses. I do not hold with that sort of enjoyment myself, but there are those who will get on a bus with their swag, pots, pans, and so on, will travel anywhere the bus takes them, and will look after their own sleeping and eating arrangements. In the Eastern States these people can be found in hundreds and they would use the road to which I have referred. They would bring a considerable amount of money into the outback of Western Australia as well as into Western Australia as a whole, because they would go on to Kalgoorlie and then down to Perth before returning to the Eastern States. I thank you, Mr. Chairman, for allowing me to speak again on this matter. I consider it to be of great importance and trust the Minister for Tourists and the Minister for Native Welfare will take the necessary action.

Mr. RUSHTON: I wish to pay a tribute to the Government for a worth-while contribution to a facility in my electorate.

Point of Order

Mr. JAMIESON: We are having general quarter-of-an-hour debates on division 7 rather than being specific. I think we will have to get back to the specific item otherwise we will have a repetition of remarks similar to those of the member for Murchison who addressed himself generally. I have no objection to that, because like many of us, he missed the point that the general debate had closed. But we have to get back to Standing Orders otherwise we could have a general debate on this division. I ask you to give a ruling that the item must be specified.

The CHAIRMAN: As I previously indicated on this particular division, I have allowed quarter-of-an-hour speeches on the subject. I indicated that on the other divisions members would have to name the item as they rose. However, in view of the fact that some have spoken on this item, I feel it would be right to continue

this afternoon, confining speeches to this particular subject. However, afterwards we will name the items of each division. If a member wishes to speak on any item, he will have to name the item. I propose to let what has been done this afternoon continue for the remainder of the afternoon.

Committee Resumed

Mr. RUSHTON: I was speaking on division 7; and was paying a tribute to the Government for its valuable assistance in my electorate in the form of beach facilities or beach improvements, and facility improvements in the Rockingham Shire area.

Anybody who travels in this district would be aware of the tremendous progress that has taken place in recent years. The shire has availed itself of a large sum of money, and again this year it has availed itself of further moneys so as to provide additional facilities in the area.

I wish to place before the Government a number of items which are worthy of comment. In my electorate there are two reservoirs—the Churchman Brook Reservoir and Canning Dam. These were constructed when funds were tight. I do not intend to suggest that moneys are now free, but as moneys are available for tourism, perhaps these two reservoirs could receive a little extra treatment, not to bring them up to the standard of Serpentine, but to a standard which would give some pleasure to the tourist traffic.

In recent times improvement has been made to the Churchman Brook Reservoir and the setting there is now delightful. The scenery on the road which connects this reservoir with the civilised section of the community at Armadale and Roleystone is a delight to behold.

The main point to which I wish to draw the attention of the Government with a view to obtaining assistance for the purpose, concerns a road which is designated as a tourist road. It stretches from the Bunbury highway, through Serpentine Dam to Wungong, Bedfordale, Roleystone, Gosnells, Kalamunda, and then on to National Park. This road could also serve as a bypass to avoid the heavy traffic in the built-up areas near the city.

The shires in these various areas, as well as the Government through the Main Roads Department, are working on portion of this route at present, but I suggest that anything which is possible should be done to speed up the project, because this road will contribute tremendously to tourism in this State.

Item No. 4: Travelling Concessions to Members of Parliament and Life Pass Holders—

Mr. JAMIESON: I wish to speak briefly on this item. I have looked down the list of items under this division and I cannot find an item to cover the subject which members who have so far spoken have dis-

cussed. Although the general heading, covering several divisions, is "Premier, Treasurer and Minister for Tourists," the item concerning tourism does not appear until a later division.

I know that at various times representations have been made to the Premier, concerning these travelling concessions. I feel that the estimate for many items in this category is in excess of the amount actually used. I would like the Premier to undertake a survey during the current financial year to ascertain whether the Government is paying for something that is not being used. It may be that a certain amount of this money would be better allocated in other directions than for item 4. For instance, it would be interesting to know how often those who have a life pass make use of it.

A figure is often estimated for concessions and then the mode of travel changes, and no alteration is made to the amount of money allocated. I have many times appealed to the Premier to make unlimited travel available to any member in order that he might visit his electorate, and other electorates, without having to foot the bill himself. Members have a responsibility to their electors, and the provision of unlimited travel is very important and should be made even if reductions must be made in other quarters.

I know that on occasions the members in the north-west have had to go cap-in-hand to the Premier to ask for an air fare to some remote place in order that they might attend a special function. This is unfair. Surely this fare should be made available in excess of any normal number of fares granted. Such fares are a legitimate charge on the Government.

I would like the Premier to agree to provide this concession perhaps for a trial period. I am sure that no-one would make a welter of it because no-one wants to live in the air with M.M.A., unless he is peculiar. For instance, the member representing Marble Bar would be completely crazy if he kept travelling there just for the sake of making the journey by air.

Plenty of justification exists for such a concession. The Grants Commission could not criticise Western Australia for making this concession, because extensive concessions are granted to members of Parliament in both New South Wales and Queensland. In New South Wales, particularly, each member is granted a big number of free flights to and from his electorate—probably in excess of what is required. In addition each member is granted three annual return fares to any destination within the State of New South Wales. Therefore no logical criticism could be levelled at Western Australia if concessions were increased here.

I do not think that even the Press would be unfair to us on this score. It is recognised that members of Parliament should have an abundance of knowledge of the

State. To be able to have easy access to any place within the State is vitally necessary for every member of Parliament. I doubt very much whether members would make use very much of the concession to go to remote areas such as Halls Creek.

A member would have to be peculiar to go there, although I do not know the town as I have never been there but have only heard of it. It might be a nice urban town. However, at the moment a member is discouraged from going to any remote areas because of all the necessary arrangements about accommodation and the other one thousand and one details which must be attended to if such a trip is contemplated.

Once again I appeal to the Premier to give further consideration to the granting of such concessions as I have mentioned.

The CHAIRMAN: Now that the member for Beeloo has correctly addressed himself to item 4 in division 7, we will proceed with that division calling each item as we go. We cannot go back to the items before No. 4. I will again ask members to name the item to which they wish to speak. In case some members are disappointed because they wanted to speak on tourism, I would point out that the opportunity will be available under division 20, item No. 74. Therefore they will not be deprived of an opportunity of speaking on that subject. If any member desires now to speak on division 7 I would ask him to give the number of the item concerned before he commences.

Mr. RHATIGAN: I wish briefly to support the member for Beeloo because this item affects me vitally. On two occasions I have attended very important functions in my electorate, and represented the Leader of the Opposition. The first function was the opening of the Derby jetty, and the second was the opening of the Broome jetty. I had to utilise one of my air fares to attend those functions representing the Leader of the Opposition, and I consider that most unfair. Had the Leader of the Opposition been in a position to attend those functions the Government would have paid his fare. I consider I should have been granted an extra air fare at least.

Mr. Hawke: You certainly should have been; I am sure the Treasurer will adjust that matter.

Mr. RHATIGAN: I wrote to the Treasurer and the reply I received sympathised with me, but stated that the air fare could not be granted. The opening of the swimming pool at Wyndham will be a different matter. I am prepared to fly there, with the Minister for the North-West, for the opening. It is a different matter from the opening of the two jetties I have mentioned, where I represented the Leader of the Opposition. At least I should have been credited with the air fare which the Leader of the Opposition would have used.

Mr. HALL: The member for Beeloo raises a very contentious point, in my mind. He referred to travel concessions to members of Parliament, and to those with life passes. I would draw the Premier's attention to the conditions which are unfairly meted out to the South and South-West Province members, and the Legislative Assembly members representing that part of the State. Air transport is allowed for every member who represents a far-flung district; and the member for Geraldton enjoys the privilege of air travel.

With the intermittent overnight train service which is available, I feel that the South and South-West Province members should receive the same privilege. I find that if I want to get back to my electorate, I lose a day. We should have the same treatment as other members representing other portions of the State. There should be no discrimination at all. We have a good air service to the south-west. The member for Stirling also suffers from this disability on many occasions. At present members travel by motorcar at considerable cost, which is met by the members themselves. This expenditure is involved when a member wishes to get back to his electorate for some special occasion. In fairness, all members should be able to travel to their electorates by air. The Premier should give consideration to this matter.

Mr. HAWKE: I would like to ask a question, Mr. Chairman, on procedure so that everybody is put on the right track. A moment ago you said that members who wished to talk on tourism would be given an opportunity when we reached item 74. Item 74 is in division 20 and my question is: Do you propose to call each division, that is, the Premier, Treasurer, and Minister for Tourists, separately? In other words, after division 7, do you propose to call division 8 and so on?

The CHAIRMAN: Yes, I will call each division as it comes, but I will not call the items in the divisions.

Item No. 7: Entertaining Distinguished Visitors, \$11,000—

Mr. JAMIESON: I was wondering if the Premier could give us an idea who he has in mind under this heading. The increase is more than 50 per cent. on last year's expenditure. Last year \$6,367 was used out of the estimate of \$7,300. Is it contemplated that someone we should know about is going to be entertained by the Executive, or by Parliament? Could the Treasurer give us the reason for the rather steep increase in this particular item, which is usually a fairly moderate amount?

Mr. BRAND: The information I have points out that there is an increase of \$4,663. The increase was made available for the Pan Indian Ocean conference held in this State for the first time; and for an anticipated vice-regal visit early in 1967. I

also have a list of the people entertained. I presume it is very difficult to anticipate the number of special visitors, and the estimate has to be made on the basis of experience in the past. The extra amount is associated, evidently, with the special conference which was held this year.

Item No. 11: Royal Visit, \$6,000—

Mr. JAMIESON: In this item, we see the opposite being applied to what was the case in the previous item. Instead of this item increasing, it has decreased to \$6,000. I wonder if the Premier has any information of an intended Royal visit? Otherwise, why provide for a Royal visit?

Mr. BRAND: The decrease, of course, amounts to \$4,350. This provision has been made to meet an outstanding amount in connection with the visit of Her Majesty the Queen Mother in March, 1966. The total expenditure on the visit last year was \$10,350.

Vote put and passed.

Vote: Treasury, \$493,000—

*Item No. 5: Totalisator Agency Board—
Expenses incurred in Administering Betting
Control Act Regulations, \$7,200—*

Mr. TONKIN: I have placed on the notice paper a series of questions dealing with the Betting Control Act. Unfortunately, the Premier found it necessary to postpone those questions so I have not the answers.

I propose to indicate just what the legal situation is so that members will know what is going on in this regard. Firstly I want to know why the Treasury is paying \$7,200 for the administration of this Act.

Mr. Hawke: And the regulations.

Mr. TONKIN: It is well known that a betting investment tax has been imposed on bets, and I shall quote from the relevant Acts to show how the tax is levied and who shall collect it. The Betting Investment Tax Act, No. 63 of 1959, contains the following provision:—

A betting investment tax is imposed by this Act and payable under the Betting Control Act, 1954, at the rates specified in section three of this Act, upon each bet made in registered premises by a bookmaker or his employee on his behalf.

That was amended to provide an addition to section 2 which reads—

And upon each bet made through or with the Totalisator Agency Board in accordance with the provisions of the Totalisator Agency Board Betting Act.

Therefore, we have a situation where an investment tax is imposed upon a bet, whether that bet is made with a bookmaker or with the board, but it is not imposed on any investment which is not a bet. That is a tax upon a bet, irrespective of with whom the bet is made. If one looks at the Betting Control Act, one finds a

definition of the words "to bet." This reads—

"to bet" means to pay or deliver, or promise or agree to pay or deliver, or to receive or agree or promise to receive, any money or other property for the consideration for

(a) an assurance, undertaking, promise, or agreement, express or implied, to pay or give thereafter any money or property on any event or contingency of or relating to any race; or

(b) securing the paying or giving by some other person of any money or other property on any such event or contingency;

and primitives, derivatives and inflexions of the expression, to bet, have correlative meanings.

If one looks at section 16A, one finds—

"Investment tax" means the betting investment tax imposed by the Betting Investment Tax Act, 1959.

If one looks at subsection (4) of section 16A, one finds—

The Board shall in respect of every bet made through or with the Board collect from the person placing the bet, where the bet is made in cash, or debit the credit account on which the bet is made where the bet is not made in cash, the amount of investment tax payable in respect of that bet.

Therefore, it is clear that the Government is not entitled to collect a tax upon an investment, unless that investment is a bet; and it is not a bet unless it complies with the definition in the Betting Control Act. The person who makes a bet does so upon an assurance, either explicit or implied, that upon the occurrence of a certain event, he will be paid. But, if he makes an investment at a time when he is told, "No matter what happens to this, you cannot collect any money," then it is not a bet.

By answers to questions in this Chamber, I have been informed by the Minister for Police that the Chairman of the Totalisator Agency Board has instructed his agents that where tickets are issued in error and not cancelled prior to the running of the race, then the agent is responsible for the paying of the tickets, but he cannot collect on the tickets if the horses win. What is more, the Minister has told me that the chairman has advised the agents that not only have they to pay the amount of the investment, but they have to pay tax on it as well. Therefore, it is already admitted that the Totalisator Agency Board is collecting a stake and a tax upon an investment which is not a bet at all; and is illegally collecting a betting tax, and that money is going into the Treasury as tax collected without legal

authority by the board and upon the board's own ruling.

The amount of the investment is included in the turnover upon which the board pays turnover tax to the Treasury, when it has no right to pay any turnover tax at all, because the investment is not a bet. It is not a bet unless a person making it can collect if the horse wins.

In recent days, members have probably read of a case at Rockingham where an employee who is a very reputable man of unblemished character was working part time in an agency. Because of his unfamiliarity with the machine he was operating and the pressure of business—it being Melbourne Cup day last year—he issued two wrong tickets, which the punter refused to accept. Those wrong tickets were put down alongside the machine and the operator intended that they would be cancelled.

Whilst these mistakes were being made and corrected, a queue of bettors was building up behind the machine. Some of them were very irate persons who felt they might lose their opportunity of making their investment. With all the flurry and the pressure, the race went past, the machine was ruled off at the correct time, but under the investments on that race—and included in the investments—was the money in connection with these two tickets issued in error.

Subsequently, the agent came around and said to this gentleman who was operating as a casual employee, "What are these tickets here?" The employee said, "They are tickets I issued in error and they have to be cancelled." The agent said, "Well Bill, it is too late; you cannot cancel them now; you will have to pay for them." He told the employee that there was a ruling that tickets which were issued in error must be cancelled before the race was ruled off, and if that was not done then the person responsible must pay for the tickets. He told the employee that he would have to pay for these particular tickets. There and then, this employee took out his wallet and gave the £10 necessary to pay for the two tickets, and the money was put into the machine.

Mr. Maher now says the board has not yet received this money. I tell Mr. Maher, through the Minister, that the board has received the money, because the agent is the agent of the board, and the board is not permitted under the law to repudiate acts properly done by its agent. The agent requested this money and received it. Therefore, the board has received the money all right, even though Mr. Maher has refused to take it to head office.

The situation is that on the ruling of the board, the agent was liable to collect the investment and the tax upon it. Now, he is not entitled to collect the tax unless it is a bet. So, by demanding the betting

tax, he is, in fact, saying it is a bet. If it is a bet, it has to be paid. If it is an investment it will not be paid; it is not a bet. Therefore, Mr. Maher, or the board, has no right to collect betting investment tax upon it, because the law has imposed an investment tax only upon bets, and not upon penalties for making mistakes. If the board wants to impose a penalty upon its employees for making mistakes, that is its business. However, it cannot collect investment tax upon such mistakes and pay the money into the Treasury. There is absolutely no justification whatever for this procedure, and I am surprised the Government allows it to continue.

Let us contrast what takes place on a racecourse where there are many employees, some of whom, from time to time, make errors when issuing tickets. When an error is made on the totalisator on the course, an officer moves along behind the operators at the machines and collects the tickets which have been issued in error. This officer then informs the operators that he has available for sale a ticket which has already been machined and included in the total. One of the operators who has had a request for the number which is printed on the ticket issued in error advises this officer and the ticket is sold. The matter is then cleared up and there is no liability on anybody.

If, however, the race is due to start and some tickets issued in error are still unsold, the totalisator itself buys those tickets; the money is included in the turnover; tax is paid upon them; and there is no illegality and no unfairness. If one of those tickets is a winning ticket, the totalisator itself collects the winnings and they are used to offset the cost of buying the number of tickets that were not on winners; but the employee is not under any penalty for making a mistake; the totalisator carries the loss or gain itself.

Why cannot the T.A.B. do the same thing, or something similar? Why does it have to penalise the person operating the machine because an error has been made, and so benefit itself? I want to show how the board itself can make a handsome profit out of this. Occasionally it conducts its own pool. So, if this ticket to which I have referred was one which had been issued in a pool, because the horse won at 100 to one, it is unlikely anyone else would have had a ticket on it in that pool. The board would then collect the whole of the pool itself, without having made an investment.

Progress

Progress reported and leave given to sit again, on motion by Mr. Crommelin.

House adjourned at 6.3 p.m.