

the approval of the growers council. The boundaries of the districts may be changed from time to time as the trustees or growers' council may think fit. One councillor is elected annually for each district by the pool members of that district. Trustees were originally the trustees of the Wheat Pool when administered as a private firm. On the 30th September each year, one trustee retires from office and his place is filled by a person elected by the growers' council, a retiring trustee being eligible for re-election.

Almost 25 years have passed since the parent Act became law, but it has not yet been proclaimed. Since then many transactions have taken place, but as the law stands they were invalid. The purpose of the Bill is to amend the Act so that all those transactions will be validated. It will also be the responsibility of the Government to see that the Act is proclaimed. I move—

That the Bill be now read a second time.

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.

Bill read a third time and *passed*.

*House adjourned at 5.5 p.m.*

## Legislative Assembly

Friday, 14th December, 1956.

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The SPEAKER took the Chair at 2.15 p.m., and read prayers.

### QUESTIONS.

#### HARBOURS.

*Cargo and Revenue, Bunbury and Albany.*

Mr. ROBERTS asked the Minister representing the Minister for Supply and Shipping:

- (1) What was the total tons of cargo—
  - (a) exported;
  - (b) imported;

through the port of Bunbury for the financial years 1949-50 to 1955-56, inclusive?

- (2) What was the total tons of cargo—
  - (a) exported;
  - (b) imported;

through the port of Albany for the financial years 1949-50 to 1955-56, inclusive?

- (3) What was the total revenue received from all sources by the—

- (a) port of Bunbury;
- (b) port of Albany;

during the financial years 1949-50 to 1955-56, inclusive?

The MINISTER FOR MINES replied:

(1) Bunbury—

	Tonnage Exported.	Tonnage Imported.
1949-50	174,587	59,041
1950-51	227,322	41,157
1951-52	174,189	58,107
1952-53	208,856	48,714
1953-54	161,494	58,514
1954-55	154,202	48,197
1955-56	171,467	60,420

(2) Albany—

	Tonnage Exported.	Tonnage Imported.
1949-50	9,455	24,815
1950-51	9,323	56,433
1951-52	5,608	50,307
1952-53	17,737	38,292
1953-54	8,418	45,754
1954-55	16,185	90,264
1955-56	114,291	80,356

(3)

	(a) Revenue. £	(b) Revenue. £
1949-50	20,508	2,496*
1950-51	20,600	27,691
1951-52	21,159	31,620
1952-53	29,468	35,520
1953-54	34,147	32,281
1954-55	28,722	52,732
1955-56	33,955	50,975

\* Board commenced operations the 17th April, 1950.

## SEWERAGE.

### Bunbury Scheme.

Mr. ROBERTS asked the Minister for Works:

In reply to a question by me on the 22nd November, 1956, the Minister stated that consideration would be given at the appropriate time to including in the Estimates for the year ending the 30th June, 1958, certain moneys so that work on the Bunbury sewerage scheme could be completed. Will he indicate what he considers "the appropriate time"?

The MINISTER replied:

Prior to the 30th June, 1957.

## HEALTH.

### (a) School Dental Treatment.

Mr. ROSS HUTCHINSON asked the Minister for Health:

(1) What is the 1956 complement of school dental officers?

(2) Is this number of dental officers sufficient to cater properly for the greatly increased school population in recent years?

(3) If not, what is being done to correct the situation?

The MINISTER replied:

(1) 14.

(2) No.

(3) It is intended to increase the staff to 20 when funds are available.

### (b) Infant and School Medical Services.

Mr. ROSS HUTCHINSON asked the Minister for Health:

(1) Has there been any closure of the gap in infant health services, between the activities of infant health clinics and the school medical service since 1954?

(2) If so, will he please supply the information?

(3) Is it proposed to extend further health services to the pre-school child?

(4) If so, how and when will this be done?

The MINISTER replied:

(1) and (2) Yes. The school medical service has been extended to include kindergartens. A number of clinics have been started for pre-school children. Several infant health sisters have just completed a special course of training and will now organise pre-school clinics in addition to their infant health clinics.

(3) and (4) This service will be extended as more sisters receive the special training until most or all infant health centres have a pre-school clinic.

## FISHERIES.

### Duties and Number of Inspectors.

Mr. NALDER asked the Minister for Fisheries:

(1) How many inspectors are employed by his department?

(2) Are their duties confined to the inspection of fish?

(3) If not, what are their additional duties?

The MINISTER replied:

(1) 21.

(2) No.

(3) The Fisheries Department administers several Acts, viz., Fisheries, Fauna Protection, Whaling, Pearling and Oyster Fisheries. Its inspectors are required to perform minor administrative functions under such of those acts as apply in their respective districts, as well as to see that all the provisions of those Acts are complied with. All inspectors are inspectors under the Spear-Guns Control Act, and certain inspectors perform duties under the W.A. Marine Act. Inspectors in charge of districts carry out duties under the Commonwealth Fisheries Act; the inspector at Broome has certain functions under the Commonwealth Pearling Act. Inspectors acting as whaling inspectors (e.g., at Carnarvon and Albany) have duties under the Commonwealth Whaling Act.

## RAILWAYS.

*(a) Electricity for Vice-Regal Coach.*

Mr. HALL asked the Minister representing the Minister for Railways:

(1) Was an electrician sent from Narrogin to Albany by road to connect electricity to the vice-regal coach?

(2) If so, what was the cost of such transport and what amount of overtime was paid to electrician?

(3) Was the electrician again sent to Albany from Narrogin to disconnect the electricity from the vice-regal coach?

The MINISTER FOR TRANSPORT replied:

(1) Yes.

(2) Departmental road transport was used as part of normal working in view of the district covered. No overtime was worked and normal maintenance work was organised to be carried out in conjunction with a visit to Albany.

(3) Yes, and also for railway maintenance work at Albany, Kendenup and Mt. Barker.

*(b) Closure of Seaforth and Fremantle-rd. Crossings.*

Mr. WILD asked the Minister representing the Minister for Railways:

(1) Is he aware—

(a) that the Seaforth and Fremantle-rd. crossings in the Gosnells area have been closed;

(b) that the Gosnells Road Board received notification of this action on the 12th December, per mail through the Secretary for Local Government, and on the same morning railway employees arrived with material for the erection of the barriers across these roads?

(2) Why was the local authority not advised of this action?

(3) Will he order an immediate cessation of the erection of these barriers in order to allow the local authority to make representations to the Minister?

The MINISTER FOR TRANSPORT replied:

(1) (a) No.

(b) The Gosnells Road Board, along with other local authorities concerned, was advised by a communication dated the 11th December through the Department of Local Government that action was being taken under Section 64 of the Traffic Act to close certain railway level crossings. On the same date the Railway Department was advised that the order would be published in the "Government Gazette" on Friday, the 14th

December, and requested to take the necessary action to close the crossings as soon as possible after Friday, the 14th December.

(2) Answered by No. (1).

(3) No.

## KANGAROOS.

*Eradication by Fleas.*

Mr. NALDER asked the Minister for Agriculture:

(1) Is there any truth in the recent announcement that the department was importing a specie of flea which when in contact with kangaroos sets up a fever which will kill the animal?

(2) If so, from where is it being imported?

(3) Are safeguards being taken to protect other animals?

The MINISTER replied:

(1) No. The Agricultural Council has approved of C.S.I.R.O. Wild Life Survey Section, Canberra, importing a flea which may prove useful as a carrier for myxomatosis.

(2) The myxomatosis carrier flea comes from England.

(3) Tests with the flea are to be conducted under the strictest quarantine.

## CHAMBERLAIN INDUSTRIES.

*Sales Manager, Melbourne.*

Mr. WILD asked the Premier:

(1) On what date did the Australasian sales manager for Chamberlain Industries Ltd. take up duty in Melbourne and on what date was the house which was rented at 15 guineas a week, occupied?

(2) On what date did the Olympic Games commence?

(3) On what date did the private secretary to the sales manager for Australasia arrive in Melbourne to take up duty, and on what date was her salary increased by £2 per week due to long hours of duty and week-end work?

(4) Were any expenses paid to the private secretary either in transit or at Adelaide on her way to take up duty in Melbourne?

(5) Does he not agree that the purchase of a Jaguar car and the rental of a house at 15 guineas a week must have a bad effect on the employees of Chamberlain Industries—particularly as 40 of them were recently dismissed?

(6) Does he not consider that a Royal Commission should be held into the activities of Chamberlain Industries, with particular reference to the recent happenings in Melbourne, surrounding the sales manager for Australasia. If not, why not?

The MINISTER FOR WORKS (for the Premier) replied:

(1) The 8th August, 1956.

(2) The 22nd November, 1956, a date well in the minds of landlords in Melbourne at the time when suitable accommodation was sought for the Australasian distribution manager.

(3) (a) The 13th August, 1956.

(b) The 21st August, 1956.

(4) The private secretary paid her own air fare from Perth to Adelaide and rail fare from Adelaide to Melbourne. She worked approximately five days in the company's branch office in Adelaide, and for this the company paid hotel expenses.

(5) No, but the presence of an informer in their midst and the publicising of these matters is causing concern to the genuine employees.

(6) No. Because the taking of the action suggested by the hon. member would reduce to absurd levels the great importance of Royal Commissions.

#### ACCESS WAYS.

##### *Cabinet Sub-Committee's Decision.*

Mr. COURT (without notice) asked the Minister for Works:

With reference to my questions yesterday regarding access ways, in view of the uncertainty that exists in the minds of property-owners and the significance of the matter in relation to the proposed ban on backing in and out of city rights-of-way, can he advise when a decision is expected?

The MINISTER replied:

Probably on Monday next.

#### **BILL—GOVERNMENT EMPLOYEES (PROMOTIONS APPEAL BOARD) ACT AMENDMENT.**

##### *Second Reading.*

**THE MINISTER FOR LABOUR** (Hon. W. Hegney—Mt. Hawthorn) [2.28] in moving the second reading said: The object of this Bill is to amend the Government Employees (Promotions Appeal Board) Act and has been introduced as a result of discussions with and representations from the Trades Union Industrial Council and the State School Teachers' Union. Section 5 (1) (b) of the principal Act, which sets out that an appeal shall not lie in certain cases, reads—

- (b) where the terms and conditions of employment appertaining to such vacancy or new office are or will be regulated by the provisions of an award or industrial agreement in force under the Industrial Arbitration Act, 1912-1941, only those employee applicants who, when they make application for appointment to or employment in such vacancy or new office, are

members of an industrial union which is a party to such an award or industrial agreement shall have the right of appeal under this section.

Later on, that section was amended by adding the following words:—

unless the Governor declares upon special grounds that this paragraph does not apply in respect of the vacancy or the new office.

An illustration will show the purport of the amendment. It provides that if no application is received from an employee applicant referred to in this paragraph for appointment to, or employment in, the vacancy or new office, the right of appeal under this section may be exercised by any applicant who was employed in the department in which the vacancy occurs or the new office is created.

As an example, we have the Tramway Officers' Union and Tramway Employees' Union. If there is a vacancy for any post over which the Tramway Officers' Union has industrial jurisdiction and a tramway employee who is a member of the Tramway Employees' Union applies for the position, it is not competent for him to appeal against the appointment of a tramways officer. The idea of the amendment is that in such a case, where no application is received from a tramway officer, and a wages employee is appointed to the salaried position, the unsuccessful applicants, who are wages employees, shall have the right of appeal.

We consider the field of appeals should be extended wherever it is deemed reasonable and practicable. I think this amendment will make for harmonious working and will assure to unsuccessful applicants, in certain cases, the right of appeal to an independent tribunal.

The other two clauses refer exclusively to the teaching profession. I might say that the amendment has been introduced after discussions with the School Teachers' Union, and it is in accord with the amendment which sets out the exclusions in regard to the positions which are appealable, in connection with which an extension of the definition of "seniority" has been asked for by the union, and agreed to by the department.

I would like to see the number of positions regarding which appeals can be lodged widened as far as practicable. When the appeal board Act was first introduced in 1945, it was based on the principle that those positions which are generally regarded as high executive offices, should be excluded from the operation of the Act. The positions in respect of which there shall be no appeal have been enumerated in the Bill rather than the insertion of those positions which would carry the right of appeal.

In the amendment—there was actually no need for this; I take any blame for the weakness—there is mention of the vice-principals of the Teachers' Training Colleges at Graylands and Claremont. These are the only two teachers' training colleges in operation today but if, as we hope will eventually be the case, one were established at Crawley, the question would arise as to whether the vice-principals there would be subject to the appeal board. However, the colleges at Claremont and Graylands are the only two that are in operation and that are likely to be for some time. They have been mentioned, and there is no objection to their remaining because there are no other colleges involved.

If any members are interested and would like to check up with the School Teachers' Union, which desires an extension of what is contained in the Bill, I point out that I invited the union to produce, if it could, some practicable scheme whereby the scope of appeals could be widened without creating disorder and chaos in the Education Department. If the union can do this, consideration will be given to the representations it makes. The union, however, realises that this represents the best that can be expected. It does not desire to depart from what is generally regarded as the justiciable salary, but rather the setting up of particular positions in the teaching profession in regard to which no appeal can be lodged, thus stabilising the positions in regard to which appeals can be lodged.

I would say that there should be no difference of opinion in connection with the Bill, and that it is not contentious. I would, however, like to hear the views of members. I move—

That the Bill be now read a second time.

On motion by Mr. Court, debate adjourned.

## **BILL—STATISTICS ACT AMENDMENT.**

### *Second Reading.*

**THE MINISTER FOR WORKS** (Hon. J. T. Tonkin—Melville) [2.36] in moving the second reading said: After discussions with the various States, the Commonwealth Parliament earlier this year passed the Statistics (Arrangements with States) Act. Western Australia and the other States agreed to a proposal by the Commonwealth that the statistical services throughout Australia should be integrated under Commonwealth control. It was agreed that this would provide for greater efficiency and economy. In order that this arrangement can have statutory authority, it is necessary to amend the principal Act in the manner dealt with in the Bill. The arrangement, or agreement, entered into with the Commonwealth, is contained in the Schedule to the Bill.

Briefly, the object of the agreement is for an integrated statistical service in Western Australia operated and paid for by the Commonwealth under the immediate direction of a statistician who will hold office under both the State and the Commonwealth. The present Government Statistician (Mr. Little) will continue in the position of State Government Statistician and he has been appointed as the Deputy Commonwealth Statistician for Western Australia. In this way the State will continue to be adequately served by the statistician and the integrated statistical service.

Western Australia will not be required to surrender its sovereign powers in the field of statistics. The State has merely agreed to exercise them in a special way through the integrated service. There will always be an officer functioning as State statistician; our Statistics Act will continue in force for use if and where necessary. We can appoint a group of statistical research officers to work for the State on any special project under the Government Statistician in his State capacity, and, in the unlikely event of any of the arrangements or services proving unsatisfactory, procedures are provided for rectifying the position through a joint statistical committee.

The agreement with the Commonwealth in the schedule is similar in fact and substance to the agreements accepted by other States. In substance it provides:—

- (a) That there be an integrated statistical service for the purpose of the State and the Commonwealth;
- (b) that the present Government Statistician of Western Australia be also the first Deputy Commonwealth Statistician in Western Australia;
- (c) that subsequent appointments of any Deputy Commonwealth Statistician be made after consultation with the State, and that the State will appoint the same person to be Government Statistician of the State;
- (d) that statistical employees in the Western Australian service be appointed to the Integrated Statistical Service of the Commonwealth Public Service under conditions similar to those applied in previous cases of State staff transfers. The rights of officers agreeing to transfer will be protected;
- (e) that the Commonwealth will meet the full cost of the Integrated Statistical Service;
- (f) that there be a Joint Statistical Committee to examine and make recommendations should any major difficulty arise out of the agreement.

It is estimated that the amalgamation will result in the saving to the State of approximately £80,000 per annum and that the State will suffer no inconvenience at all. The State will, through the Police Department, continue the collection of statistics under present conditions and the Commonwealth will pay costs of postage, freight, etc., incurred by the police in this connection.

The Commonwealth will continue to publish statistical publications relating to this State and will expand them to include a Western Australian year book and such other matters as the Commonwealth may consider necessary or desirable from time to time.

A lengthy discussion was held concerning the salary classifications and other conditions which would apply to those officers who were transferred to the Commonwealth service and it was agreed that the terms were advantageous. Any officer who did not wish to transfer was to be given other work in the State service without suffering any disability.

I think it can be seen that the arrangement is a highly satisfactory one with no inconvenience to the State, but with a considerable financial advantage, and with the rights and privileges of the employees properly protected.

Mr. Court: I do not quite follow how you will be able to effect an economy.

The MINISTER FOR WORKS: Because the Commonwealth will pay for the work instead of the State.

Mr. Court: But you are to get such data as you need from them?

The MINISTER FOR WORKS: Yes.

Mr. Nalder: What will be the position with reference to the Police Department?

The MINISTER FOR WORKS: It will be paid for the work it does.

Mr. Bovell: By the Commonwealth?

The MINISTER FOR WORKS: Yes.

Mr. Bovell: There is no nigger in the woodpile?

The MINISTER FOR WORKS: The State will get done for it the work it requires to have done, and the Commonwealth will pay for the service. It will result in a saving of £80,000 a year.

Mr. Bovell: It sounds rather suspicious.

The MINISTER FOR WORKS: There will be no inconvenience and there will be proper protection for the officers concerned, which is an important point to the employees. Those who do not desire to transfer to the Commonwealth service, even though the salary offered was quite advantageous, have been given the opportunity to remain in the State service without suffering any disability. In view of that happy arrangement, we would be very foolish if we did not hasten to take advantage of it. It is not peculiar to this

State; the arrangement covers the other States as a result of conferences between the States and the Commonwealth in connection with this matter.

Mr. Bovell: All the other States are similar?

The MINISTER FOR WORKS: Yes. I move—

That the Bill be now read a second time.

On motion by Mr. Bovell, debate adjourned till a later stage in the sitting.

(Continued on page 3394.)

## BILL—BREAD ACT AMENDMENT.

### *Council's Amendments.*

Schedule of eight amendments made by the Council now considered.

### *In Committee.*

Mr. Moir in the Chair; the Minister for Labour in charge of the Bill.

No. 1.

Clause 3, page 2, line 13—Delete the word "State" and substitute the words "Kalgoorlie and Boulder Municipalities and Kalgoorlie Road Board."

The MINISTER FOR LABOUR: This amendment restricts the clause almost beyond all knowledge because it seeks to confine its operations to Kalgoorlie and Boulder. It is obvious that that will not suffice. I mentioned on the second reading that the people of Kalgoorlie, through their representatives, had made overtures as regards the non-delivery of bread and a move was made to try to rectify the position by the introduction of this Bill.

It has been said that if the definition of "prescribed area" in the Bill were to be adopted, it would be an incentive for people in other districts to ask for bread deliveries to be inaugurated. I do not think that anyone who was responsible for the administration of the Act would enforce bread deliveries unless the position in a particular area warranted such action. If this amendment were agreed to it would be possible for certain bakers in the metropolitan area to decide to discontinue bread deliveries whereas the Kalgoorlie and Boulder bakers would be obliged to deliver. That would mean another amendment to the Act and if Parliament were in recess and the position became so bad, there might be agitations for a special session of Parliament. I think whichever Government is in power should have the authority to enforce bread deliveries in any district if, after due investigation, the circumstances warrant such action. I move—

That the amendment be not agreed to.

Mr. COURT: The Minister summed up his attitude when he said the Government should have power to enforce delivery. We

oppose the whole proposition of compulsion in this matter, and I think the Legislative Council has gone a long way to meet the Government by agreeing that there can be a direction of delivery in the area that has lodged complaints. During the second reading, I cannot remember members mentioning other districts where bread is not delivered—and there are many—and lodging complaints about them. It was all centered around Kalgoorlie and Boulder.

Mr. May: It also affects Bridgetown.

Mr. COURT: The Minister's ground for bringing the Bill in was solely connected with Kalgoorlie and Boulder and the Council has gone a long way to meeting that objection. If any other complaints arose it would be easy for the Government to come to Parliament for the purpose of dealing with the matter. If *carte blanche* were to be given, the Minister would be plagued to death and would curse the day the Bill became law. I oppose the motion.

Question put and passed; the Council's amendment not agreed to.

No. 2.

Clause 3, page 2, line 19—Insert after the figure "(3)" the following, "and the proviso."

The MINISTER FOR LABOUR: This has reference to a series of Council amendments that appear later. One of the paragraphs in the proviso says that a baker shall not be required to deliver outside a radius of two miles from his bakehouse. The restrictions in the proviso are not fair. I move—

That the amendment be not agreed to.

Mr. COURT: Will you, Mr. Chairman, permit a discussion at this stage on the merits of the proviso in view of the fact that the deletion of these words would amount to a defeat of the proviso?

The CHAIRMAN: Yes, and the proviso if necessary.

Mr. COURT: The proviso inserted by the Council means that a baker cannot be compelled to deliver outside a radius of two miles from his bakehouse. He would not be compelled if the quantity of bread to be delivered within a radius of two miles of his bakehouse was less than 300lb. of bread per normal delivery day. Previously I stressed the importance of preserving a degree of sanity on this question of delivery. It is true that the Minister does not have to accede to a demand for delivery contained in the Bill at present by issuing the necessary regulations, but the fact is that the Bill provides that any person can demand this service, and the legislation must be looked at in that light.

The Minister gave us an assurance that regulations would not be issued unless the distances were reasonable and the quantities involved were economic. Otherwise a baker could be called upon to deliver

three, four or five loaves over a distance of ten miles and that would not be reasonable. The Council has tried to define the minimum requirements. The mileage factor is a reasonable one and a distance of two miles from a bakehouse is a considerable area particularly when we consider that it is a two-mile radius. The quantity is also very fair.

Prewar it was considered that a decent sized bread round was one of over 200 loaves or possibly up to 300 loaves—that is, 2lb. loaves. If that were reduced to poundage it would mean a minimum of 400lb. and a maximum of 600lb. The Council has inserted 300lb. which when reduced to 2lb. loaves is only 150 per day. That would not be an economic delivery round today, but I think it is the right thing because we should not aim too high with the quantity. I consider the Council's amendment reasonable both as to distance and as to minimum quantity of bread required.

Question put and passed; the Council's amendment not agreed to.

No. 3.

Clause 3, page 2, line 21—Delete the words "to that person."

The MINISTER FOR LABOUR: I understand this clarifies the position of delivery to a person, and so forth. I move—

That the amendment be agreed to.

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

No. 4.

Clause 3, page 2, line 23—Delete the words "to that person."

The MINISTER FOR LABOUR: For the same reason as above, I move—

That the amendment be agreed to.

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

No. 5.

Clause 3, page 2, lines 23 and 24—Delete the words "and within such distance of the bakehouse."

The MINISTER FOR LABOUR: Members should read paragraph (b) of proposed new Subsection (2) to get the full implication of this amendment. I do not agree to the deletion of the phrase contained in the amendment. There should be some discretion in the framing of regulations and the words mentioned in the amendment would mean that the circumstances of a particular case or a particular area or district would be taken into consideration.

We should not say that the delivery of bread should be restricted to a radius of  $1\frac{1}{2}$  or 2 miles of the bakehouse. A man baking in a thickly-populated part might not find it necessary to deliver more than half-a-mile from his bakehouse. It could be, however, that a baker was delivering 3 or  $3\frac{1}{2}$  miles from his bakehouse and providing a service to the public. I know

bakers baking in near suburbs of Perth who are certainly delivering more than two miles from their bakehouse. A baker may decide to discontinue deliveries, and I think that regulations should be prescribed requiring that baker to continue deliveries as hitherto if the circumstances at the time of his discontinuance were the same as the day before. I do not think we should agree to a restrictive clause like this. I move—

That the amendment be not agreed to.

Mr. COURT: I cannot follow the Minister's reason why he is opposing the deletion of these words because, surely in his own regulation, when he issues it, he will specify a distance; he is not going to have an indefinite distance! The Minister will see there will be a certain area defined which might be five miles one way or three miles another.

The Minister for Labour: Have a look at the proviso; that is two miles.

Mr. COURT: If the proviso is not going to be agreed to, there is no objection to this amendment coming out although I am opposed to the proposition of the Minister.

Question put and passed; the Council's amendment not agreed to.

#### No. 6.

Clause 3, page 2, lines 26 to 29—Delete the following words, "in such reasonable quantities and at such reasonable intervals as may from time to time be stipulated in any usual and sufficient manner."

The MINISTER FOR LABOUR: This is also in relation to the requirements of the baker in regard to deliveries. I move—

That the amendment be not agreed to.

Question put and passed; the Council's amendment not agreed to.

#### No. 7.

Clause 3,—Add at the end of Clause 3 a proviso as follows:—

Provided that nothing in this section shall require a baker to deliver,

- (a) outside a radius of two miles from his bakehouse, and
- (b) if the quantity of bread to be delivered within a radius of two miles of his bakehouse is less than three hundred pounds of bread per normal delivery day.

The MINISTER FOR LABOUR: This amendment deals with the proviso and sets out to impose certain restrictions on any regulation which may be drawn up. I do not know who is going to determine how the 300lb. weight of bread is to be arrived

at. An appropriate regulation could look after the position. I am not going into the details again regarding the radius of two miles, but some bakers operate for more than two miles and I feel if the Bill passes, an appropriate regulation could be drafted which would impose no hardship on any baker. I assure the Committee that the Government does not want to run around the day after the Bill becomes an Act and draft regulations requiring every baker in every small hamlet in the country to deliver bread all over the country. It will only be in cases where, after inquiry, it is found that delivery is justified. As I have previously said, this Bill originated from the position which arose at Kalgoorlie some time ago, and that position, which is so unsatisfactory, could arise in other parts of the State. The Committee would be well advised to refuse to accept this amendment and allow a reasonable regulation to be drafted to meet circumstances of particular areas. I move—

That the amendment be not agreed to.

Mr. COURT: It is very bad if legislation leaves here with unnecessary vagueness. The Minister has not yet told us what would be considered to be a reasonable amount or weight of bread to be delivered on a round. We should know how the Government is thinking in this regard so we can better appreciate its approach to the economic factor. If the Minister said 50 loaves were a reasonable proposition, I would say it was a most unreasonable proposition, but if the Minister said nothing under 300lb. or 150 2lb. loaves over a reasonable distance was an economic minimum round, our attitude to the Bill could be changed.

However, the Minister has given no figure on which we can base an idea as to what he is thinking. I would again ask him: What is the economic factor? If members think of a two-mile radius from a given point, they will be surprised at the large area covered. Most deliveries are done by horse and cart because it is the most economical way for a house-to-house round. If there is a greater distance between customers, motor transport comes into its own. The Wheat Products Prices Fixation Committee fixes the price of bread and says what the delivered price or the price at bakehouses shall be. Bakers cannot charge a prohibited price as they have to battle with the committee. I daresay bread has been political ever since the days of the Bible.

Mr. May: Not many have gone bankrupt.

Mr. COURT: No fortunes are made in the baking trade because it is a precarious business at the moment, and we are entitled to know from the Minister what he regards as an economic round.

The MINISTER FOR LABOUR: I cannot help rising to remind the member for Nedlands that I am not ivory from the shoulders up. The member for Nedlands



professes to know all about this Bill, but he did not make any concrete proposal during the second reading stage or suggest that it be amended in Committee. He waited until someone in the Legislative Council thought up something. I would not say that 300lb. or 150 2lb. loaves would be an economic quantity regarding which delivery should be enforced. Before any regulation is prescribed, bakers themselves should be consulted.

Mr. Court: What do you think is a fair poundage?

The MINISTER FOR LABOUR: I would not be so silly as to commit myself.

Mr. Court: You are just wanting a blank cheque!

The MINISTER FOR LABOUR: If I ask the member for Nedlands as to what would be an economic poundage, he might know.

Mr. Court: I will answer you.

The MINISTER FOR LABOUR: We should find out from the baker or bakers whether it would be practicable reasonable and fair to ask that bread be compulsorily delivered within a particular radius or area.

Mr. Roberts: Have you done that in Kalgoorlie yet?

The MINISTER FOR LABOUR: So far as I know, the bakers in Kalgoorlie have not consulted the customers; they just decided to cease deliveries. Because of the position in Kalgoorlie this Bill has been introduced because it was time to take time by the forelock and legislate for any future happening.

Question put and passed; the Council's amendment not agreed to.

No.8.

New clause, page 2—Insert a new clause after Clause 2 to stand as Clause 3 as follows:—

3. Section thirteen of the principal Act is amended by substituting for the passage, "5 a.m." where it appears in line two of paragraph (b) and again in line six of paragraph (d), the passage, "4 a.m."

The MINISTER FOR LABOUR: After the introduction of this Bill representatives of the Master Bakers' Association met me and the provisions of the Bill were discussed in relation to Kalgoorlie. The president of the association then expressed surprise that while the Bread Act was being amended no action was taken to alter the starting time with respect to bread deliveries on certain double or treble delivery days

Under the parent Act 5 a.m. is stipulated in some cases and 6 a.m. in others. The master bakers desire to start at 4 a.m. on Saturday or the day before a public holiday. The Transport Workers' Union

was agreeable. I told the representatives of the master bakers I would check up immediately, and if all parties were agreeable, I would have an amendment submitted in the Legislative Council. The master bakers were agreeable; the union was agreeable and the Chief Inspector of Factories had no objection.

Mr. Court: Does it fit into the baking side of the trade?

The MINISTER FOR LABOUR: Yes.

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

Resolutions reported and the report adopted.

A committee consisting of Mr. Court, Mr. Moir and the Minister for Labour drew up reasons for not agreeing to certain of the Council's amendments.

Reasons adopted and a message accordingly returned to the Council.

## BILLS (2)—RETURNED.

1, Builders' Registration Act Amendment.

With an amendment.

2, Parliament House Site Permanent Reserve (A ↑ 1162).

Without amendment.

## BILL—STATISTICS ACT AMENDMENT.

### Second Reading.

Debate resumed from an earlier stage of the sitting.

MR. BOVELL (Vasse) [3.25]: I have a natural resentment against any further encroachment by the Commonwealth on State functions. But the Minister, in introducing the Bill, said that the State will not be required to surrender any of its sovereign powers in the field of statistics, which I was very pleased to hear. He emphasised the fact that all the other States have similar conditions and this Bill merely brings Western Australia into line. It would appear to me to be quite a good move, if the State is going to save approximately £80,000 annually, as the Minister has indicated.

The Government Statistician, Mr. R. J. Little, and his department perform an excellent service. The Minister said that the publications now issued by the department on a State basis will be continued. All of us receive the Pocket Year Book, which is issued promptly, and the figures contained therein are available to members of Parliament particularly and to the public generally. There is also the Quarterly Statistical Abstract which I would commend to the attention of members. It is a wonderful publication.

I can recall the first occasion on which I attended Government House as the mover of the motion for adoption of the Address-in-reply to the Governor's Speech. That was 10 years ago in the time of Sir James Mitchell. On that occasion Sir James asked your predecessor in office, Mr. Speaker, whether he had seen that Quarterly Statistical Abstract was made available to members of Parliament, especially newcomers.

For my part, I had at that time to express complete ignorance of the publication. We are all aware of the attitude of Sir James towards statistics, and he chided the then Speaker for not bringing this publication to the notice of members. Ever since then, I have found it to possess a wealth of information and it provides each one of us with an opportunity to study the progress of the State as revealed in the figures it contains.

These publications are issued promptly, and I have no doubt that the procedure will be continued. We have the Minister's assurance in that regard. He said that the Commonwealth would continue to publish statistical publications relating to this State and would extend that activity to include the Western Australian Year Book and such other information as the Commonwealth considered necessary or desirable from time to time. I would have liked the Minister to say that the Commonwealth in association with the States would do so, but presumably the matter can be arranged to the satisfaction of both the Commonwealth and the State.

The Bill is only a machinery measure. The conditions under which the State transfers the relevant powers are contained in the schedule; and in view of the fact that the State will not surrender any of its sovereign rights in this sphere of activity, and that the acceptance of the measure will mean that the State will be saved an expenditure of approximately £80,000 a year, and, further, that the employees of the department may, if they so desire, come under the conditions of the Commonwealth Public Service, I favour acceptance of the Bill.

One amendment will probably be necessary to the schedule at some future date in view of the measure which we discussed only yesterday. In the schedule there is reference to the State Public Service Commissioner. Later that will have to be changed either to "Commissioners" or "State Public Service Board." However, that is by the way.

I wish to repeat my tribute to Mr. Little and his staff for the speed and accuracy of their work and the co-operation they have extended at all times. Occasionally we require statistics and information in relation to matters commanding our attention and the Government Statistician's office is second to none in the Government service

of Western Australia in the efficiency of its staff and its courtesy in every way. I support the second reading.

**MR. NALDER** (Katanning) [3.31]: There are one or two assurances I would like the Minister to give the House before the measure is passed. I support the remarks of the member for Vasse in relation to the Government Statistician, Mr. Little, and his staff. They have done exceptionally good work for the State in compiling the vital statistics which are so necessary and they have always been eager to assist not only members of Parliament but also other people who, from time to time, have required vital information which could be supplied only by that department.

From time to time there have been complaints about the volume of information required by the Statistician's Department and I hope that when the Commonwealth Government takes over this department, it will not make the position more difficult than it is at present. I think most members have seen the forms that are sent out to be filled in by farmers with the information required. Those forms are difficult for many people to complete and so much information is required that the average person finds it difficult to give correct answers to many of the questions asked.

**Mr. Hearman:** Much of the information given is guesswork.

**Mr. NALDER:** That emphasises my point. I trust every effort will be made to make the questions asked as easy to answer as possible.

**Mr. Bovell:** I think the Department of Agriculture has something to do with those questions.

**Mr. NALDER:** The questions contained in those forms should be asked in a way that can be readily replied to by farmers. Many farmers do not keep all the details that these forms require. The average farmer has an accountant to keep his books and he sends his receipts and so on to the accountant. When one of these forms asks how many lb. of wool he sold or how many acres of pasture he has top-dressed, it is very difficult for him to give an accurate reply. The information sought may be important but it should be asked for in a way that would help the farmer to give correct information.

I wrote to the other States to find out the details of the forms used there and I have ascertained that they are similar to although not exactly the same as, those used here. I hope that, should it be necessary, the State will make representations to the Commonwealth Government in this regard. Some time ago I felt that we should try to educate the farmers as to the necessity of keeping and supplying

correctly the information required every year. I asked the Minister whether the Government would be prepared to make available an officer of his department to attend meetings of the Farmers' Union or other gatherings of farmers and lecture on this subject. The Government has said it will be pleased to make an officer available and I hope his services will continue to be utilised in that way. Many branches of the Farmers' Union will welcome that officer at their meetings.

Mr. Roberts: Could not the information be sought at the end of June?

Mr. NALDER: There are some difficulties there as March finishes off the farmer's year in regard to wool, wheat and other grains and by that time he knows how much superphosphate he will need, and so on. I hope it will be possible to have some liaison between the State and Commonwealth in regard to statistics.

Recently Mr. Little made available to me and other members the statistical register of Western Australia for 1954-55 and it is full of interesting information. I hope those publications will continue to be made available to members so that we may follow the advancement of our agricultural pursuits in Western Australia. The details given will continue to be of interest and will allow us to assess the value of the advice given to farmers by the Department of Agriculture and other Government departments. I support the second reading.

**THE MINISTER FOR WORKS** (Hon. J. T. Tonkin—Melville—in reply) [3.40]: The remarks of the member for Katanning will be brought to the notice of the Government Statistician, who will still be a State officer as well as a Commonwealth officer and it will be up to him to see whether it is possible to simplify the questionnaires that are sent out to farmers from time to time. I thank members for their reception of the Bill.

Question put and passed.

Bill read a second time.

*In Committee, etc.*

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

Bill read a third time and passed.

*Sitting suspended from 3.45 to 4.5 p.m.*

#### **BILL—BUILDERS' REGISTRATION ACT AMENDMENT.**

*Council's Amendment.*

Amendment made by the Council now considered.

*In Committee.*

Mr. Sewell in the Chair; the Minister for Works in charge of the Bill.

The CHAIRMAN: The Council's amendment is as follows:—

Clause 6.

Page 4, line 13—Add after the word "work" the following proviso:—

Provided that this paragraph shall not apply to any builder who for reasons which are satisfactory in the opinion of the board has not during the preceding year executed building work to the value aforesaid.

The MINISTER FOR WORKS: The amendment is a very reasonable one because if by any chance a conditionally registered builder has a good reason for not having executed £5,000 worth of work during any one year, then the Builders Registration Board may permit him to retain conditional registration which otherwise he would have to forfeit. It is possible for a conditionally registered builder to have a serious illness in any period of twelve months so as to preclude him from carrying on in the industry, or it might be necessary for him to go abroad and he would not have sufficient time within which to carry out the necessary amount of work. If the person concerned has not executed £5,000 worth of work in twelve months, and if he can show a legitimate excuse, it is not unreasonable for the provision in the Bill requiring forfeiture of registration to be stayed. I move—

That the amendment be agreed to.

Mr. WILD, I agree with the amendment. I saw a similar amendment on the notice paper in the name of the member for North Perth and I thought he was going to move it. I was in agreement with it because this very point raised by the Legislative Council exercised my mind. A conditional registered builder may be sick or absent from the State and some discretion should be given to the board in regard to forfeiture of registration. The clause was put before I realised the position, so I am pleased to see the amendment coming from another place.

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

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

#### **BILL—LIQUID PETROLEUM GAS.**

Returned from the Council without amendment.

#### **BILL—CEMETERIES ACT AMENDMENT.**

*Second Reading.*

Debate resumed from the 12th December.

HON. A. F. WATTS (Stirling) [4.11]: There is very little I wish to say about this particular measure because, so far as

I can see, there can be no objection to it. It appears to me that the fees fixed at the time the original law came into operation were fair enough, but since then the value of the £ has greatly depreciated and as a consequence the standard of wages is so much higher. For that reason it seems to me that the Bill should be supported.

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.

Bill read a third time and transmitted to the Council.

## **BILL—FISHERIES ACT AMENDMENT.**

*Second Reading.*

**MR. LAWRENCE** (South Fremantle) [4.14] in moving the second reading said: This is quite a simple measure. Coming from another place, where it was passed unanimously, it is intended to provide legislation to cover the acclimatisation of trout in lakes in the various districts of the State. As the parent Act now stands, local authorities are not allowed to expend any money whatsoever to assist in the acclimatisation of trout in the various lakes in the State. In my own area, which includes the Cockburn, Kwinana and Rockingham Road Districts, we have Bibra Lake, North Lake and Thomson's Lake. These areas at the moment come under the jurisdiction, as regards the Act, of the society that is formed at Serpentine.

Members realise that such a society cannot afford to push forward a policy of trout acclimatisation; and, naturally, because there is no power in the Act for the local authorities to do it, we desire that such power be given. Therefore when the Bill was introduced in another place, it was pointed out that the only way the power could be given was through the Fisheries Act—not by altering any sections but by adding a further section, and this is referred to in the Bill as Section 31A. This will give the local authorities the power to make money available to put trout into lakes and see that they are fed. This could not be done before.

The measure is very simple, and I trust I have explained it fully. It will make no difference whatsoever to the principal Act. What is proposed is simply the insertion of a further provision in the Act to allow local authorities to go ahead and acclimatise trout in the different areas and so add further to the sport of people, because some people like trout fishing. In addition, it will possibly help the areas that are affected by bringing to them the

travelling public for holiday or fishing purposes. I have much pleasure in moving—

That the Bill be now read a second time.

On motion by the Minister for Transport, debate adjourned.

## **BILL—CITY OF PERTH PARKING FACILITIES.**

*In Committee.*

Mr. Heal in the Chair; the Minister for Transport in charge of the Bill.

Clause 1—Short Title:

**MR. LAPHAM:** I move an amendment—

That after the word "facilities" in line 8, page 2, the word "taxing" be inserted.

I feel that the short title is a misnomer. The short title is the one usually used when speaking of, or referring to, a Bill and so it should fit the description of the measure. The Bill which makes provision for parking meters to be placed in city streets is one which removes from the motoring public a convenience which they have enjoyed for years. I feel this removal is being made by duress. If any motorist desired to park in the city streets he would have to pay an amount—not yet decided—towards the Perth City Council for the purpose of operating a parking meter.

I feel that the individual who has been accustomed to the right to park his vehicle for a short time is now being forced to subscribe to a measure which is purely a taxing medium. I do not think it was the intention of the Minister to introduce a taxing measure, but, due to the circumstances of the case, in my opinion it is a taxing measure because it introduces duress and compels the motorist to subscribe to this fund. Members must realise that at some time or other the motorist will have to park in the city, and as a consequence be compelled to contribute to the fund.

While I regret having to take this action, I do so because I do not like sectional taxation. I feel that parking meters in the city are unwarranted, and I also feel that their institution should be resisted very strongly because it is an unnecessary infringement of the rights of the motorist. It indicates the inability of the authorities to tackle the parking problem in the metropolitan area. It is quite easy for them, as they have done in the past, to ape the methods adopted in other States, and other countries, as a way out. I feel these methods are not applicable to Western Australia. Parking meters are undesirable and unnecessary. They will not assist our parking problem but will, in fact, create additional hardship on the motorist.

It is true that a parking meter does create a quick turnover. That is due to the fact that no one likes to pay taxation, and so the motorist will use the parking space provided as little as possible. As a

consequence, he will leave his vehicle out of the city if he can avoid bringing it in. We should not subscribe to a policy that is restrictive to any individual, especially when it is unnecessarily restrictive. By subscribing to a policy of having parking meters, we subscribe to one that is restricting the motorist from doing what he should normally do, and that is use his vehicle.

I do not think this is a right method of tax-gathering because it is a sectional method. Also it creates an additional unnecessary cost on the community. A new organisation is to be set up under the control of the Perth City Council. I am informed on fairly good authority that the council is to appoint 10 inspectors, one supervisor for traffic, one assistant supervisor and office staff—typists, and so on. All this organisation has to be paid for out of the sixpences or shillings that are collected through the parking meters.

Even if we are to have parking meters, it is quite unnecessary to agree to the organisation being handed over to the Perth City Council because it is a duplication of traffic administration in the State—a most costly duplication. A fleet of motorcycles will be necessary for the inspectors to run up and down the streets to see who is parking in accordance with the Act and who is not. We can say at least 10 Lambrettas—the type of vehicle to be purchased I understand—will be required. The cost of running this fleet of motorcycles and paying the salaries involved is, to my mind, quite unnecessary.

The Traffic Department has administered the Act for many years and if members really want parking meters, they could be introduced and controlled by that department which, I think, is the normal body to do the job. The trend in officialdom seems to be to take away from the police the administration of traffic and place it in the hands of some other more inadequate body.

The creation of this body to control the proposed system of parking will have the effect of a duplication of administration. This duplication will be costly, and instead of decreasing costs it will increase them. Today, costs are high and it should be the function of any Government or persons interested in Government activities to do their best to see that costs are decreased and not increased. With a heavy burden to be met, by way of salaries, fuel and such like, from this fund, even though the Act provides for the construction of numerous other parking areas, landscaping and so on, I think that the profits that will be derived from this scheme will not be so great, due to the fact that they will be eaten away by administration.

There are other features in regard to this matter that I dislike. We have discussed the question of the close proximity of the petrol selling stations to one another, but I notice that in the Bill there

is provision for the creation of additional petrol selling stations at these proposed parking areas.

I think it is imperative that opposition should be voiced to this measure and if possible, it should be defeated because it is not in the best interests of the State. My amendment will show that it is indeed a taxing measure involving a sectional tax. We have too many of these sectional taxes and once they are imposed it is difficult to get rid of them; as a matter of fact I know of none that has been repealed. Even the payroll tax, which is most iniquitous, goes on and on. It means that some individuals pay far more than others.

Mr. Wild It is the motorist who pays.

Mr. LAPHAM: Yes, in this case. But I am not too sure what will be the position of a goods vehicle. There is nothing in the Bill to say whether or not parking meters will be provided at goods vehicle parking stalls. If parking meters are to be provided in those places, and goods vehicles are to be subject to this form of taxation, it will increase the cost of goods to the consumer. I have inquired from a number of business people and other motorists in town and without exception they feel that the position regarding parking meters in the city is wrong.

There is silent criticism of the proposal and there has been a good deal of other criticism about the method of parking which is operating today. A number of people to whom I have spoken have indicated that they have no alternative to offer which would meet the situation completely and therefore they are loth to be critical of the new methods. But at the same time they feel that the present methods cannot work out and it would have been far better to have had a thorough investigation into the whole matter. If one takes a stroll around the fringes of the city—and sometimes closer into the city—one finds parking areas set aside for privileged people. There is one on the corner of Irwin and Hay-sts. which is set aside for civil servants.

Hon. J. B. Sleeman: What do you have to do to get in there?

Mr. LAPHAM: I do not know, but apparently if one knows the right people, one can get in. Perhaps if the hon. member were civil he would be able to get in because it is set aside for civil servants.

Hon. J. B. Sleeman: Are you inferring that I am not civil?

The Minister for Transport: There is an area outside this building which is set aside for members of Parliament.

Mr. LAPHAM: That is so, and there is an area in Cathedral Avenue set aside for Ministers.

The Minister for Transport: That is not a public street.

**Mr. LAPHAM:** Of course it is not; but it is a nice handy place for Ministers and I feel that Ministers should not be any different from the public. We should all be in this together. Why should one section of the community get some advantages which others do not? Why should there be a nice little section in front of the Perth City Council set aside for the Lord Mayor to park his car when he chooses? While that space is not being used it is wasted, and there are too many wasted areas.

Just over the Beaufort-st. Bridge there are a number of vehicles parked in the police yard and the same thing applies just over the road from the court house. All those cars belong to civil servants and, in fact, around the town there are a number of nice little secluded spots set aside for these people who will not have to subscribe to parking meters. I like to stand up for the little man—for the individual who cannot afford to subscribe to these meters when he has business to do in town.

These parking meters will not mean much to the big business man, but the little individual who is just as rushed for time, will find it an imposition and something he cannot really afford.

**The CHAIRMAN:** The hon. member's time has expired.

**The MINISTER FOR TRANSPORT:** It is certainly not my intention to make a second reading speech on this amendment and I only wish I could convince myself that the member for North Perth was serious in this move. This is definitely not a taxing measure and if one cared to be picky about it, I suppose the Traffic Act could be called the Traffic Tax Act, and so on with scores of statutes. This measure provides that a fee may be charged for certain privileges and surely it should be appreciated that if facilities are to be provided for the motorist—something that he has not at present—it is necessary for somebody to pay for the establishment, development, maintenance and operating costs, and who should bear that burden other than the motorist because it is to his own advantage?

This Bill has a good feature in that the whole of the proceeds over and above operating costs will go into a fund to provide parking facilities. If this were a taxing measure, the money would go into Consolidated Revenue or, in this case, into the funds of the Perth City Council. Surely everybody, even the member for North Perth, acknowledges that there is only a limited amount of parking space along the kerbs in the heart of the City of Perth and in order to give as many people as possible an opportunity of using it, it is necessary to ration it. If it costs something to supervise that rationing, it is only logical that only those causing the cost should pay for it.

There is no obligation on anybody to pay one penny. I suppose the bulk of the population are without vehicles of their own and they use public transport to come into town to do their business. Those who have an aversion to paying for parking space, kerbside or off-street, will presumably come into town completely by public transport or leave their cars in an area away from the city and use public transport to get into the heart of the city. If a motorist is seeking some additional convenience or some concession, he will be required to pay because of the costs incurred and because of the necessity to do something about the parking problem.

I am convinced that the member for North Perth, and other members, on reflection will surely agree that with the tremendous number of motor-vehicles we have at present and which are increasing rapidly, it will shortly become impossible to move around the city. It is essential, therefore, that something should be done, and this is one of the measures being taken to cope with the problem. There is nothing new about it. One by one as they have grown, cities have found it necessary to organise some sort of regulated system of parking as opposed to the previous state of affairs under which everybody did as he liked, with consequent confusion, traffic blockages, frustrations and so on. The word to be inserted has no place whatever in the title of the Bill and I ask the Committee to vote against it.

**Mr. JOHNSON:** I find myself agreeing both with the Minister and with the member for North Perth.

**The Minister for Transport:** Two curates' eggs.

**Mr. JOHNSON:** That description might be most apt. I agree with the member for North Perth that this is a taxing measure. I also agree with the Minister that it is an avoidable tax. Everyone is entitled to run his own business in a way that he will avoid paying tax, but that does not mean that a tax is not a tax. One could avoid sales tax but probably breach other laws by having to run around naked. But one could avoid sales tax and still eat. Many of us could possibly avoid payroll tax. It is possible to avoid the direct payment of rates to the City Council by not owning land; then, of course, one would pay that tax indirectly to the landlord.

Where I agree with the Minister, and disagree with the member for North Perth, is in the eventual necessity for the rationing of kerb space and parking space in the most desirable parts. It is natural to want to park in a place that is most desirable to one and because of the dispensing of business under private enterprise at the moment, the desire is for everyone to park in a limited area. That is largely the result of human nature and an unplanned economy. It is reasonable for people to

desire to park in the most attractive spots. It is not attractive to park at home in the drive-way or the garage if one has business in the city. That is logical and it seems to me that parking meters are not an inequitable method of adjusting the availability of what is after all a limited amount of parking space.

Having had a bit each way with the Minister and the member for North Perth, I think it indicates that the Bill as a whole is like the curate's egg—good in parts. We all know the story of the curate's egg. A little boy who was very well brought up said that the egg he was eating was not a very nice one and did he have to eat it all. His nanny said, "Eat it up," to which he replied, "Must I also eat the beak?" That is the position in which I find myself on this Bill. It has some very good meat on it but as far as the chicken in the egg is concerned, I do not want to eat the beak.

Hon. A. F. Watts: The beak will eat you under this Bill!

Mr. JOHNSON: I appreciate the remark of the Leader of the Country Party, but the beak to which he refers is not the one of which I am speaking. The point not appreciated is that the City of Perth as a body is a taxing body. We all know that taxes are most unpleasant. We generally refer to money paid to the City of Perth as rates and to Government imposts as taxes. Taxes are raised in various ways; even the bicycles used by our children are taxed. The amendment is probably educational in that it directs public attention to the fact that the City of Perth is a taxing authority, and for that reason I support it.

Mr. JAMIESON: In view of the amendments I have on the notice paper I think the move of the member for North Perth is appropriate. No Government should hide behind a Bill of this nature with the title it has when presenting a taxing measure. That it is a taxing measure is clearly seen because the Bill at a later stage sets out what money collected from the various portions of the Act shall be used, and how they shall be used. It is all very well to assume that the short title should be left as it is but the long title indicates that there is a taxing measure associated with it.

Taxes are most unpleasant whether voluntary or enforced. The Minister said it was not a compulsory tax. Not one tax is a compulsory tax; it could be avoided in some way. For instance, if one were a beachcomber one would not pay income tax. We pay taxes because of the conveniences provided; we do not wish to live as do our nomadic neighbours. Taxes proposed to be levied under Acts that come before us from time to time are not honest so far as the public are concerned, and I suggest the amendment of the member for

North Perth to the title is a reasonable one. Somebody suggested it is a sectional tax and that might be so because motorists will have to pay for the conveniences provided although some of them may not consider parking measures a convenience. The provision of parking may be of assistance to some and not to others.

Mr. POTTER: I propose to oppose the amendment for the reason that I do not think the word "taxing" is appropriate.

Mr. Court: I was beginning to think that the Minister had the whole party against him.

The Minister for Transport: Just a group!

Mr. POTTER: I feel that the introduction of this measure is getting us somewhere after a number of years, and I suggest that the Committee support the title as it stands. It is a voluntary contribution more than a tax as people can park their cars outside the city area if they wish. Mention has been made that civil servants are using certain areas within the city. These areas are not available to all civil servants but only certain numbers such as inspectors and those with certain disabilities. In the main they are in the same position as the general public and even high ranking civil servants have to park out of the city block. I oppose the amendment.

Amendment put and negatived.

Clause put and passed.

Clause 2—agreed to.

Clause 3—Commencement:

Mr. LAPHAM: I move an amendment—

That after the word "proclamation" in line 21, page 2, add the words "but not prior to the 31st December, 1957."

The effect of this amendment will be to prohibit the operation of the measure until after the 31st December, 1957. I feel this is necessary because of the fact that this Bill provides for the introduction of something entirely new in this city and it will have the effect of increasing costs to a certain extent and of depriving individual motorists of some of their money. Before such a change should be allowed, we should endeavour to induce those in Parliament to examine the provisions of the measure. As I said in my second reading speech, I do not think the Minister introduced this measure for the purpose of taxation, but there are certain taxing features about it which I dislike. The Minister should be fair in this regard and agree to this amendment because it will give him time to review the suggestions made during the debate and also enable him to see how these parking meters are actually operating elsewhere.

It is quite easy to write a letter to a body operating parking meters and ask as to their operation. There can only be one answer; it will be that they are operating very effectively. I consider a visit to the

township of operation should be made in an endeavour to obtain views from those in authority and also the motoring public to see how the position compares with the period before parking meters were in operation.

I am satisfied there would be one answer and it would be that the parking meters are not an effective answer to the parking problem, and all they have succeeded in doing is to drive motorists from the area in which these meters are operating. This is because of the cost involved and the fact that there are insufficient parking bays to meet the needs of the motorists. It is obvious that where a parking bay is large enough to fit a Customline and a motorcycle uses that bay, there must be considerable waste space. That waste space was not evident under the old system. Cars double parked to some extent and motorcycles used the kerbside on which to rest. As a consequence, it was quite easy to get at least 100 vehicles where only 75 or less will now be parked under the meter system.

From the point of view of the authorities, the position will look nice on the surface. Instead of there being double parking, all the cars will be parked along the kerbside and traffic will be flowing freely, but it will be doing so only because the position has been made difficult for other motorists to utilise their vehicles. As a result, many motor-vehicles will not be operating in the city. Therefore the measure will be acting as a restriction on them. We should not go out of our way to create restrictions on any motorist. If we have a parking problem, let us look at it in its true light. Do not say to the motorists that some of them cannot come into the city.

What is happening today? We have the first traffic enforcement that we have experienced for many years in regard to double parking. As a consequence, there is no double parking. On the surface it would appear that we have an orderly arrangement, but it has restricted the motorists from using the kerb space as they did before. As a consequence, the position is farcical and it will be worse under a parking meter system because under that system only one vehicle is allowed to park in each bay. This means that a motorcycle may park where a Customline could fit in. Today, of course, there is provision to allow more than one motorcycle to park in any one bay. This is a commonsense arrangement, but it cannot be overcome with parking meters. I feel my amendment is a good one. I am satisfied the Minister is a reasonable man and wants to get something done. As a matter of fact, he is a most capable man.

Mr. Bovell: You will get on.

Mr. LAPHAM. He has not adopted this measure because he wants an additional taxing measure but because he wants to get things done. Unfortunately he has

been a little too hasty, and has accepted some poor advice—the same type of advice that other authorities have been receiving for years. The people who are responsible for the traffic chaos that exists are the same as those who are advising the Minister today. I am satisfied that the advice they are tendering him is just as poor today as it was years ago. The Minister should review the position in the next 12 months; he should have a look at what exists in the Eastern States. Within that period he would be able to ask himself, "Are these parking meters right, or have I made a genuine error?" Knowing the Minister as I do, I am satisfied that within 12 months he would agree that he had made a genuine error, and he would not proceed with the scheme.

**THE MINISTER FOR TRANSPORT:** The rather flattering remarks made by the member for North Perth make it a little difficult for me to inform him that I cannot agree with his suggestion. If it is any satisfaction to the hon. member, I inform him that I have been to each of the capitals of the mainland States since I have been Minister in charge of traffic, and at those centres I devoted my time to making personal observations and conferring with the many authorities who directly and indirectly had something to do with traffic management. In addition, I have spent a great deal of time reading reports of what is taking place in other parts of the world. It is significant that where meters have been installed, additional supplies of them are being ordered. Apparently, therefore, they do the job—my own personal observations confirm this.

The Bill deals with far more than just meters. If the member for North Perth, and some others, are opposed to the installation of meters, let them deal with the matter when we reach it. The Bill, amongst other things, contains the machinery to enable off-street parking to be provided for thousands of motor-vehicles. Surely this is desirable. Would anyone seriously suggest that it should be deferred for 12 months or longer?

To me it is a little disappointing that some of my comrades, whom one would expect to be progressive and to welcome reforms or genuine attempts to deal with a most unsatisfactory position, seem to have reached the stage of fearing the bogie man round the corner.

Mr. Court: Do you mean "comrades" or "colleagues"?

**THE MINISTER FOR TRANSPORT:** "Comrades." That is the common appellation in the ranks of the Labour movement.

The Premier: And the R.S.L.

Mr. Court: No, the R.S.L. changed it when a certain movement began to get prominence in our midst.

Hon. J. B. Sleeman: What are you talking about?

**THE CHAIRMAN:** Order!



The MINISTER FOR TRANSPORT: That is the position. The information is at hand and I have studied it. Of course, no Minister has a complete answer to anything nor does he take unto himself all the information that is available. But I say, without equivocation, that all my studies, talks, reading, on-the-spot observation and travel to other parts of the Commonwealth have convinced me that the principles of the action sought to be taken in this Bill are in the best interests not only of the motoring public but also of the citizens of the capital city of Western Australia. For those reasons I ask members to reject the amendment.

Mr. JAMIESON: The Minister has just made sweeping changes in the traffic set-up in the metropolitan area and I think we should have time to see the effects of those changes before further action is taken. I do not believe that complete re-organisation of our traffic at such short notice is advisable although I believe in the provision of adequate parking facilities and other amenities for motorists. Our traffic has been haphazard for so long that I do not think we can completely change the picture at such short notice. We recently had before this Chamber a motion dealing with the merits of the present parking restrictions and the result was that this Chamber appeared to be satisfied with the position as it stands.

If further drastic action on traffic is delayed for 12 months, the Government will have time to consider what further moves should be made. The motorists already have a lot of new ideas to absorb and will require some time to become familiar with what has already been done. The motoring public should be given time to assimilate the regulations that have already been tabled, and if given that time they will not be so suspicious of what might be done in future. I think the Minister should accept the amendment.

Mr. POTTER: The Minister for Works the other day mentioned certain things that might come to pass in ten years' time and if the Bill is to come into force by proclamation that gives the Minister plenty of latitude because I understand that some measures, although passed by Parliament, have never been proclaimed. We must take our time in educating the public in regard to parking and other matters, but I feel that 12 months is a long time to delay the measure and I think that the sooner the Traffic Department is able to proceed with its plans the better.

Hon. A. F. WATTS: I support the amendment. I seem to remember the Minister observing, at some stage of the proceedings, that the Bill conferred some privileges on motorists.

The Minister for Transport: I said nothing of the sort. "The West Australian" reported that I said that.

Hon. A. F. WATTS: I thought I heard you say it this afternoon.

The Minister for Transport: I did not say that.

Hon. A. F. WATTS: I am referring to the Minister's reference this afternoon to the privileges given to motorists with regard to parking. I have yet to learn that it is a privilege to be allowed lawfully to use the Queen's highway and I would say the Bill confers no privileges but, on the contrary, imposes more restrictions and therefore I agree that it would be a good idea if the measure were delayed for another 12 months in order that we could be more sure of the position.

As I see it, the placing of parking meters on our streets will not provide additional parking space. The system adopted by the Minister in the last few weeks has allocated available parking space in a manner which is apparently satisfactory to him or he would not have authorised and maintained it, but the provision of parking meters will not add to that space nor do I think it will contribute, to any worthwhile degree, to allowing more vehicles to be parked on the streets in the space provided. The installation of parking meters would not, I think, help the position at all.

What will parking meters do? So far as I am aware, they will clutter up our streets without providing any additional parking space and will make the streets where they are situated look—as the former member for Claremont once remarked with regard to Mounts Bay-rd.—like the Polish Corridor, and they will be the means of extracting from the motorist further sums of money. At present he is limited by law to half an hour and he can be punished if he exceeds that time. As I understand the system of parking meters operating in other places, motorists parking are limited to a similar period.

I do not think that the motorist will gain anything and as far as the city is concerned, we will have some very ugly pieces of mechanism sticking up all over the place. So far as I can see, no advantage will ensue to anybody, but a considerable amount will be extracted from the motoring public who are already the most substantial contributor to taxation. Only recently his burdens were increased without opposition from either side, and I propose to support the amendment.

The MINISTER FOR TRANSPORT: Usually the member for Stirling is logical but I am afraid that at the moment he has parted company with that usual attribute. If all these terrible and unjust things, about which he complains, are about to take place, surely it makes little difference if they start in January or February, 1957, or in December, 1957! The impositions and injustices will still be there.

It is all very well for somebody who represents the far outback to permit the city where we have businesses and people of our own, to continue in a state of confusion. We could have quite a long and useful or useless argument, as the case may be, as to the rights in connection with the roads. But every day of the week local authorities and the Police Traffic Branch in the metropolitan area, usually at the request of local authorities, are banning parking completely in certain streets.

Hon. A. F. Watts: How many extra parking places will your parking meters provide?

The MINISTER FOR TRANSPORT: That is easily answered. This scheme will assist to provide off-street parking places for some thousands of vehicles and judging by experience elsewhere, it will increase the amount of kerbside parking space available by two and a half times by making a more even distribution of it.

Hon. A. F. Watts: Why could not you have done that with your bays without introducing parking meters?

The MINISTER FOR TRANSPORT: Because it appears that many members—and I do not criticise them for it—have been absent from the debate on this question, I will point out again that it is necessary to have a timing device for each vehicle because they are coming and going every few minutes. That entails a capital cost for installation and it requires people to do the policing to apprehend those who stay beyond the time. Then there is depreciation, cost of administration, maintenance and so on. It has been appreciated in most other parts of the world that if a motorist expects to have the exclusive use of 15 or 20 ft. of kerbside space he should pay for it.

Hon. A. F. Watts: He has not got it now. When he stays for more than half an hour he is liable to punishment.

The MINISTER FOR TRANSPORT: That is so.

Hon. A. F. Watts: Then he has not that exclusive right.

The MINISTER FOR TRANSPORT: He has that exclusive right for 30 minutes at present.

Hon. A. F. Watts: And he will have if he pays 6d. in the future.

The MINISTER FOR TRANSPORT: That is so.

Hon. A. F. Watts: Then what is the difference?

The MINISTER FOR TRANSPORT: He will pay for that exclusive right.

Hon. A. F. Watts: The right to use the Queen's highway. That is wrong, as I have already said.

The Minister for Works: The Queen's highway is to journey along and not to park on.

Hon. A. F. Watts: And for stopping and parking a car for business purposes.

The MINISTER FOR TRANSPORT: I would hazard a guess and say that there are scores of miles in the State, including many in country towns, where parking is totally prohibited at least on certain days or for certain hours.

Mr. Ackland: There is one in Claremont on one side of Bay View Terrace.

The MINISTER FOR TRANSPORT: Yes, and in a street off Bay View Terrace. It is the same thing in many country towns, particularly on certain days of the week. That has been the case for years. It has been put to me, quite seriously, that parking should be completely banned in the heart of the City of Perth. That would be a simple matter to do. We could, in a week or a fortnight's time, bring down legislation in that regard. But why is there a desire to delay getting on with the job? If there is any provision in the Bill that does not appeal to members, let them put a time lag on that; but this amendment will achieve nothing.

This Bill seeks to do some substantial things and a sum of £447,000 is mentioned, apart from any revenue that might be derived. Notice has been given to the occupants of certain properties in Wellington-st. and there is a provision in the Reserves Bill dealing with car parking space. Action is being taken to get on with the job. So I appeal to members to be more reasonable and practical; mere delay achieves nothing.

Mr. ACKLAND: It is a pity that the Minister for Mines has not taken part in this discussion because he has only recently returned from countries where these parking meters are quite common. In conversation with him, I asked him whether the attitude of the public in those places had altered in the last four years, because I know that a few years ago the people in the countries where parking meters operated were very satisfied with them, and I believe the same applies in Melbourne. I do not think that their provision will make more parking space available but it will restrict the period for which a motorist can stand in any one spot and thus spread the parking space a little more. I know of one man who is very proud of the fact that he leaves his car in the street outside his office every day. It only requires his office boy to remove the car a few feet every half hour, but on the installation of parking meters such a practice would prove a little expensive for him.

I feel certain that people will appreciate parking meters eventually and will require those who wish to park in a busy part of the street to pay sixpence for every half hour of parking. At other parking stands motorists will be permitted to leave their cars in the same spot all day provided they continue to put coins in the meters. In Winnipeg where angle parking is practised and where the streets

are wider than St. George's Terrace, the people were greatly in favour of a parking meter system.

**The MINISTER FOR MINES:** The member for Moore has more or less issued an invitation to me to enter into this debate. Following my experience of parking meters in the United States of America recently, I am astounded to know that there is so much pettifogging objection being raised to what must prove to be a benefit to this city. I am sure it will be something that other members will wish to extend once the benefits are appreciated. In New York where there are 147 streets running in one direction and 74 cross streets, parking meters have become part of the lives of the people and they are considered as being something that they cannot do without.

That is a city where 320,000 cars come into the city daily and 3,000,000 people enter and leave it each day. If it were not for parking meters in that city, the traffic would not be able to flow and a chaotic condition would result. Fortunately, we have not reached that peak in Perth yet. However, there is no doubt that parking meters are tremendously popular with all sections of the community in New York and I might say that I had occasion to use motor traffic a great deal during the 16 days I was there. There was only one difference between their system and the system that we propose to introduce, and that is it was for the motorist to decide whether his time at any parking stall should be extended by the insertion of another coin in the meter.

**Mr. LAPHAM:** I did not intend to speak again, but as there has been so many new ideas brought forward I felt that I must add some further comment. It is rather surprising that where parking meters are installed, additional space becomes available where it was not available before. That seems to be wrong and it shows how incorrect the Minister's statement is that  $2\frac{1}{2}$  times more vehicles can park in the city when parking meters are installed than could be parked before.

If we put a line of cars together, nose to tail, for 100 yards or so and then decide to separate them by 10 ft.—the distance allowed under the parking meter system—it is quite clear that many vehicles would have to be taken out of the line in the space that was occupied previously by a greater number. All that is achieved with parking meters is that people who cannot afford the fee are deprived of parking space.

**Mr. Wild:** What about the number of people who want to park for an hour or more?

**Mr. LAPHAM:** That is quite a good point, but I am sure it is a problem that could be overcome. I suggest that we should ask the Committee to defer this

Bill for 12 months so that new ideas in regard to parking may be examined. We should not adopt the ideas that have been taken from other countries. I have no desire to ape other people. In Stirling-st. we have a particularly wide roadway but we do not use it to the best advantage. We could have angle parking in that street to facilitate the free flow of traffic.

Also, we should have a look at our railway crossings with a view to ascertaining if motorists can cross them for a change. The trouble with the traffic in this city is that it enters the town daily and we hold it there. The Minister should not accept completely the authorities to which he has turned. I can refer him to good authorities such as those people who have worked and driven in this city practically all their lives. They are simple to get. The amendment should be carried. It is not too much to ask for a deferment of this legislation for twelve months.

**The MINISTER FOR TRANSPORT:** Firstly, the member for North Perth suggested that I should travel to the other States to see what the position is there before I proceeded with this measure. When I said I had done so, he promptly said that we should not ape what other people do. That shows how barren he is of argument. I would like to say a few words about parking stalls. Only this week I was officially approached by two representatives of the Joint House Committee who asked me to investigate the parking in front of Parliament House.

**Mr. O'Brien:** Not before time.

**The MINISTER FOR TRANSPORT:** The suggestion was that we should have a parliamentary parking area divided into stalls because members were parking their cars so haphazardly that it was felt by the two representatives of the Joint House Committee that more cars could be accommodated if stalls were marked. Accompanied by these two representatives I walked up and down the road and examined the position and it was obvious that had the area been marked in stalls, far more cars could have been accommodated. I mention this because it is at our front door.

We have experience of other parts of the world showing what has been done in this matter. This has been done after exhaustive tests have been carried out. In Melbourne an order for 4,000 parking meters has been officially placed. Brisbane has tentatively ordered 2,000 to help alleviate the chaos that exists in that State. The member for North Perth said it would not be too late if this Bill came into operation in January, 1958. So in spite of all the wrong things that are alleged about it, they would still be given effect to. This is only procrastinating and wasting time when we could be providing facilities for our motorists; and heaven knows they are long overdue.

Mr. COURT: In view of the fact that the amendment is likely to go to a vote and a division will possibly be called, I feel I should express my own views in the matter. We had a long debate on this matter, a vote was taken and the second reading was carried by a substantial majority. We should now let the City of Perth get on with this task—one which will involve approximately £500,000. We do not want to give them this power and hold it on a string. The City of Perth would not be able to contract for parking meters, arrange for staff or parking fields or anything else. We should get on with the job as quickly as we can. If I could see any change likely in the next 12 months, I would not vote for the third reading because there is no point in having legislation for something which will change in such a short while.

Governments do not change their minds in a hurry, nor do they bring amending Bills down in a hurry because that would be tantamount to admitting a major error or a change of face. The whole thing is subject to regulations which can be dealt with in this House and in another place in the customary 14 days' period. The Government should do something to sort out its own problem within its ranks. The Premier would admit that the Opposition has been helpful in getting legislation through. There has been no stonewalling on this side of the House. In view of the state of the notice paper and the urgency of so many things on it; in view of the fact that we have not had one speech on the Estimates apart from the introduction, the Government should sort out its own affairs and if there is sufficient revolt in its ranks to prevent this legislation being proceeded with, then it should be struck off the notice paper. The vital thing is for the Government to sort out this problem and get on with the job.

The PREMIER: We have heard a most peculiar speech from the member for Nedlands. He talks about a revolt in the Government ranks.

Mr. Court: You missed most of it this afternoon.

The PREMIER: There is no revolt in the Government ranks. This is a non-party Bill although the member for Nedlands might not understand what that means. To us it means that every member on this side of the House, outside the Ministry, is entitled to use his own judgment and arrive at his own conclusions and take what action he considers necessary. Reference was made to closing the session early. That might have been possible had some members exercised a little more economy in the use of words. What does the member for Nedlands suggest the Government should do? Does he suggest we should apply the gag on this measure?

Mr. Court: Not at all.

The PREMIER: What does the hon. member suggest?

Mr. Court: You know. You should discuss this matter amongst yourselves.

The PREMIER: What does the hon. member suggest the Government should do?

Mr. Court: Your supporters should be more co-operative. We did not stonewall the Industrial Arbitration Act Amendment Bill or legislation dealing with workers' compensation.

The CHAIRMAN: Order!

The PREMIER: This is a Government Bill and a non-party measure, and any member who wishes to speak on it has the right to do so. At this stage of the session, I agree that there is need for members to express themselves in the fewest possible words. If there is any move by members on this side of the House to stonewall this Bill for the purposes of delaying it, I condemn it very strongly. But I do not think that is the intention. I make that explanation in view of what the member for Nedlands had to say on this matter.

Hon. A. F. WATTS: I want to refer to one remark made by the Minister after I had spoken for the first time on this measure. He implied that I either knew nothing about the metropolitan area because I am the member for Stirling, or, alternatively, I had no right to take part in the debate on a Bill relating to metropolitan traffic. I would remind the hon. gentleman that I am as much entitled as any other member in this Chamber to take part in debates. He has as much right to talk about the closing of railway lines in my electorate as I have of dealing with questions in relation to traffic in the metropolitan area.

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

Ayes	.....	12
Noes	.....	24

Majority against ..... 12

#### Ayes.

Mr. Bovell	Mr. Norton
Mr. Hall	Mr. Oldfield
Mr. Jamieson	Mr. Rhatigan
Mr. Johnson	Mr. Steeman
Mr. Lapham	Mr. Watts
Mr. Marshall	Mr. O'Brien

(Teller.)

#### Noes.

Mr. Ackland	Mr. Lawrence
Mr. Andrew	Mr. I. Manning
Mr. Brady	Mr. May
Mr. Court	Mr. Nulsen
Mr. Crommelin	Mr. Owen
Mr. Gaffy	Mr. Potter
Mr. Graham	Mr. Roberts
Mr. Hawke	Mr. Rodoreda
Mr. Hearman	Mr. Toms
Mr. W. Hegney	Mr. Tonkin
Mr. Hoar	Mr. Wild
Mr. Kelly	Mr. Hutchinson

(Teller.)

Amendment thus negatived.

Mr. JAMIESON: The first amendment standing in my name touches on the question of whether the Government or the Perth City Council should administer these provisions. I have to move an amendment in this clause because that is where the principle first appears. Various speakers have touched on this aspect during the second reading but the Minister did not indicate during his reply any reason why the Government should not administer this legislation.

Earlier he did imply that from a financial point of view the Government exercised control. If the Minister has no reason to offer for handing this matter over to the Perth City Council, it is proper that I should proceed with my amendment which, if agreed to, will give his department the authority to administer the provisions contained in the Bill. I move an amendment—

That the word "council" in line 27, page 2, be struck out and the word "Minister" inserted in lieu.

Progress reported.

#### **BILLS (2)—RETURNED.**

- 1, State Transport Co-ordination Act Amendment.
- 2, Wheat Pool Act Amendment.  
Without amendment.

*House adjourned at 6.8 p.m.*

## **Legislative Council**

Tuesday, 18th December, 1956.

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

### **ASSENT TO BILLS.**

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

- 1, Land Act Amendment (No. 1).
- 2, Bookmakers Betting Tax Act Amendment.
- 3, Betting Control Act Amendment.
- 4, Farmers' Debts Adjustment Act Amendment (Continuance).
- 5, Mental Treatment Act Amendment.
- 6, Architects Act Amendment.
- 7, Brands Act Amendment (No. 1).
- 8, Criminal Code Amendment (No. 2).
- 9, Land Act Amendment (No. 2).
- 10, Royal Commissioners' Powers Act Amendment.
- 11, Trustees Act Amendment.
- 12, City of Perth Act Amendment.
- 13, Friendly Societies Act Amendment.
- 14, Child Welfare Act Amendment (No. 1).
- 15, Medical Act Amendment.
- 16, Licensing Act Amendment (No. 4).