

The committee, in its deliberations, concluded that section 47 of the Factories and Shops Act was not introduced with an intention of hindering or nullifying the workings of the Timber Industry Regulation Act and that, therefore, it should not apply in that direction. The purpose of the appropriate amendment in this Bill is to effectuate this decision.

Having explained the main provisions in this measure, before resuming my seat I would like to say that workers in the timber industry are deserving of the highest praise for the manner in which they work consistently, and without recourse to industrial strife. The close employer-employee relationship has guided the industry through a trouble-free period for more than half a century and this is a tremendous record of accord. I believe the passing of this measure will mean an even greater measure of protection of the employees in the industry. It was designed just for that purpose in collaboration with all sections of the industry, so I commend the Bill to the house.

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

House adjourned at 5.21 p.m.

Legislative Assembly

Thursday, the 17th October, 1968

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

BILLS (2): INTRODUCTION AND FIRST READING

1. Builders' Registration Act Amendment Bill.

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

2. State Housing Act Amendment Bill.

Bill introduced, on motion by Mr. O'Neil (Minister for Housing), and read a first time.

QUESTIONS (16): ON NOTICE HOUSING

Murray Electorate: Cost of Construction

1. Mr. RUNCIMAN asked the Minister for Housing:

(1) What is the approximate cost of erecting an average type State Housing Commission rental home in—

(a) Mandurah;

(b) Pinjarra?

(2) What would be the approximate cost of a similar type of home in the same areas built of brick?

Mr. O'NEIL replied:

(1) (a) \$7,440.

(b) \$7,710.

(2) Mandurah—\$9,450.
Pinjarra—\$10,020.

Maintenance Costs

2. Mr. RUNCIMAN asked the Minister for Housing:

What would be the average maintenance costs for a State Housing Commission timber asbestos home as compared with a brick home?

Mr. O'NEIL replied:

Taking into account the many varying factors and districts concerned, the average maintenance costs of State Housing Commission houses have been calculated as follows:—

Timber asbestos home—\$89.00 per annum.

Brick or brick veneer home—\$79.00 per annum.

RAPID TRANSIT SYSTEM

Extension to Armadale

3. Mr. BATEMAN asked the Minister for Railways:

(1) Has any definite decision been reached in connection with the location of the proposed rapid transit terminal, Kenwick-Armadale area?

(2) If not, when can a decision be expected?

Mr. O'CONNOR replied:

(1) and (2) No. A decision will be taken in the light of transport requirements in this area and on experience gained from the co-ordinated system at Midland.

4. *This question was postponed.*

GOSNELLS PRIMARY SCHOOL

Extensions

5. Mr. BATEMAN asked the Minister for Education:

In view of the increased housing development in the Gosnells area, can he advise—

(1) When is it anticipated the two additional classrooms already approved will be ready for occupation at the Gosnells Primary School?

(2) Has the Education Department plans for further extensions at the school?

(3) If the answer to (2) is "Yes," when can it be expected that building will commence?

Mr. LEWIS replied:

(1) For the reopening of schools in February, 1969.

- (2) No, but accommodation will be under review.
- (3) Answered by (2).

PRIMARY SCHOOL

Manjimup

6. Mr. H. D. EVANS asked the Minister for Education:

- (1) Has any delay in the building of a second primary school at Manjimup been occasioned; if so, would he please indicate the reason for any such delay?
- (2) When is it expected that the building of a second primary school in the town will be commenced?

Mr. LEWIS replied:

- (1) Yes; negotiations for a suitable site are proceeding.
- (2) No provision has been made in the 1968-69 financial year.

SUPERANNUATION

Updating of Entitlements

7. Mr. BURKE asked the Premier: Further to my question of the 11th September, 1968, re updating of State superannuation entitlements—

- (1) Has the investigation referred to in the answer been completed?
- (2) Will the necessary legislation be introduced before Parliament rises in November?

Mr. BRAND replied:

- (1) No.
- (2) If possible, "Yes."

AMENDED TRAFFIC REGULATIONS

Introduction

8. Mr. YOUNG asked the Minister for Police:

Will the proposed new traffic regulations in relation to—

- (a) the lowering of the permissible alcohol content from .15 per cent. to .08 per cent.;
- (b) the 45 m.p.h. speed limit for probationary drivers in their first driving year;
- (c) the introduction of "P" plates;
- (d) the points system, be introduced by an amendment to the Traffic Act or by regulation?

Mr. CRAIG replied:

- (a) The Act.
- (b) Regulation.
- (c) Regulation.
- (d) The Act.

EARTHQUAKE DEVASTATED AREAS

Control of Sightseers

9. Mr. JAMIESON asked the Premier:

- (1) What action is contemplated by the Government to regulate and control the large numbers of sightseers who may descend on the towns of Meckering and York during the coming weekend?
- (2) Would he make sure that sufficient control exists in the area to prevent interference to private property by visitors to the devastated areas?

Mr. BRAND replied:

- (1) This is in hand. The Commissioner of Police has already issued instructions to his officers. It is not intended to permit sightseers to enter Meckering or York to the hindrance of necessary activities or to the embarrassment of local residents.
- (2) All movable private property has been safeguarded and steps are being taken to ensure there is no interference to property by visitors.

BANK AGENCIES

Pilbara

10. Mr. BICKERTON asked the Minister for Lands:

Dealing with his reply to my question concerning the Rural and Industries Bank agency at Tom Price, will he table the letter referred to in part (3) of his answer?

Mr. CRAIG (for Mr. Bovell) replied:

No. It is on the private files of the Rural and Industries Bank and the invariable practice is not to disclose privately recorded information associated with the bank's business operations.

SUPERPHOSPHATE

Rail Deliveries

11. Mr. McPHARLIN asked the Minister for Agriculture:

Is he aware that farmers who have sought to have their superphosphate orders delivered by rail in specified quantities are being told that this is impracticable and that no guarantee can be given that the whole monthly order will not be delivered at the one time?

Mr. NALDER replied:

Superphosphate orders for transport by rail may be marked "Progressive Delivery" and preferred delivery times indicated. In any month the amount specified is then despatched, if practicable, to

comply with the farmer's requests. In the peak delivery months the ideal cannot always be achieved.

HIGH TENSION CABLES

Corrosion

12. Mr. TONKIN asked the Minister for Electricity:

- (1) Is it a fact that the Mt. Lyell superphosphate works discharges gaseous fumes which are the oxides of sulphur and of nitrogen and which on dewy nights would be extremely corrosive to the proposed high voltage electricity line to cross the Swan River?
- (2) Are the galvanised iron roofs of houses as far away from the superphosphate works as Rudwick and Wellington Streets at present showing the effects of acids to such an extent as to indicate that such acids would make a fine mess of copper or aluminium?
- (3) Have the corrosive effects from Mt. Lyell been assessed against the "sea-air" corrosion involved in the suggested alternative route over the railway bridge?

Mr. NALDER replied:

- (1) to (3) Transmission works in the area have not suffered interruptions from this cause.

DE LEUW CATHER & CO.

Payments and Cost of Work

13. Mr. DAVIES asked the Minister for Works:

- (1) What is the total amount of money paid to De Leuw Cather & Co. for work carried out?
- (2) Are there any outstanding amounts for work completed and payment not finalised and, if so, what are such amounts?
- (3) Is this firm at present engaged on any work for the Government?
- (4) If so, will he give details of such work, the estimated cost, and estimated date of completion?

Mr. COURT (for Mr. Ross Hutchinson) replied:

- (1) The total sum of money paid to De Leuw Cather for work carried out amounts to \$754,955.
- (2) No.
- (3) Yes.
- (4) (a) Detailed design of stage one of the Hamilton interchange—
Estimated cost \$350,000.
Estimated completion date
—June, 1969.

(b) investigation into an amendment to Mitchell Freeway, Mt. Hawthorn, requested by the City of Perth—

Estimated cost—\$1,000.

Estimated completion date
—November, 1968.

LOW FLYING AIRCRAFT

Control

14. Mr. BRADY asked the Premier:

- (1) In view of the noise and vibration caused by low flying planes from Guildford Airport in recent times, will he make representations to Commonwealth civil defence authorities for some control to avoid the difficulties referred to above?
- (2) Does he know that householders, doctors, and hospitals are concerned with the current position?

Mr. BRAND replied:

- (1) and (2) This matter has been referred to the Department of Civil Aviation.

I would suggest that future approaches on these matters should be directed to the appropriate Federal members for transmission to the Minister for Air.

TOTALISATOR AGENCY BOARD

Unclaimed Dividends

15. Mr. TONKIN asked the Minister for Police:

- (1) What is the break-up of the figure of \$65,147 shown in the 8th annual report of the T.A.B. for the year ended the 31st July, 1968, as "Other Income"?
- (2) Does the figure of \$148,406 shown in the balance sheet as "Unclaimed Dividends" include the amount of money wagered on non-starters and not returned to investors?
- (3) What was the total amount of money wagered during the financial year ended the 31st July, 1968, on non-starters and not returned to investors?
- (4) Has the money from non-starters been distributed?
- (5) If "Yes," to whom was the distribution made?

Mr. CRAIG replied:

	\$
(1) Unclaimed refunds	25,722
Interest earned	15,975
Receipts — computer hire charges	15,899
Dividends on shares	7,551
Total	\$65,147

(2) Yes.

- (3) As moneys wagered on non-starters and not returned to investors are not taken into the profit and loss account until a period of seven months has elapsed, it will be February, 1969, before the amount of money wagered in this manner for the financial year ended the 31st July, 1968, can be properly determined. However, the sum of \$25,722 credited to the profit and loss account during the year ended the 31st July, 1968, represents the moneys wagered on non-starters and not returned to investors for the 12 months ended the 31st December, 1967.
- (4) The sum of \$24,312 has been distributed out of the amount of \$25,722 credited to the profit and loss account during the year ended the 31st July, 1968.
- (5) Of the sum of \$24,312 distributed, 60 per cent. thereof was paid to the Western Australian Turf Club and 40 per cent. to the Western Australian Trotting Association in accordance with the provisions of section 28 of the Totalisator Agency Board Betting Act, 1960-66.

GOVERNMENT DEPARTMENTS

Lunch Hour Closure

16. Mr. MAY asked the Premier: Will he list the Government departments which close their offices for business between the hours of 12 noon and 2 p.m. in the metropolitan area?

Mr. BRAND replied: The following Public Service departments close their metropolitan offices for business between 1 and 2 p.m.:—

Audit.

Crown Law (except Companies Office which closes between 12.30 and 1.30 p.m.).

Government Stores.

Local Government.

Mines (Geological Surveys and Government Chemical Laboratories only).

National Parks Board.

Native Welfare.

Premier's.

Public Works.

Superannuation Board.

Workers' Compensation Board.

QUESTIONS (2): WITHOUT NOTICE

MECKERING DISASTER

Assistance for Rebuilding

1. Mr. McIVER asked the Premier:
- (1) Is it intended, pursuant to the receipt of recommendations from

the special committee set up to investigate the earthquake disaster at Meckering and district, to assist affected persons in rebuilding?

- (2) If so, will this assistance extend to rebuilding by the Government or will those concerned be required to take the initiative?
- (3) When can this assistance be reasonably expected to commence?

Mr. BRAND replied:

- (1) to (3) Decisions will be taken as to the appropriate forms of assistance when the investigating committee completes its initial survey of losses caused by the earthquake. Action is proceeding to obtain the necessary information as soon as possible.

REFLECTORISED NUMBER PLATES

Method of Distribution

2. Mr. CASH asked the Minister for Police and Traffic:

- (1) When will the changeover to reflectorised number plates begin?
- (2) What system will be used by his department for the distribution of the new number plates?
- (3) Would the Minister give consideration to seeking the co-operation of community service organisations in the provision of volunteers at distribution centres who could fix the new plates to the vehicle for motorists for a small donation to be made to some charitable organisation?

Mr. CRAIG replied:

I thank the honourable member for giving me notice of this question. The answers are as follows:—

- (1) The changeover will commence next month, and it is anticipated that the complete programme will take up to 12 months.
- (2) The distribution system will follow the procedure of a letter being sent to the registered owner of the vehicle informing him of the changeover and when he can have the number plates of his vehicle changed. It is, of course, intended that the same registered number of the vehicle will be exchanged for the number on the old plates that are returned.
- (3) So far as I am concerned, should this be required, full consideration will be given to the suggestion along the lines proposed by the honourable member.

WESTERN AUSTRALIAN INSTITUTE OF TECHNOLOGY ACT AMENDMENT BILL

Second Reading

Debate resumed from the 16th October.

MR. RUSHTON (Dale) (2.29 p.m.): In speaking to the Bill before the House it is my intention to keep my remarks brief. Whilst a very important facet of education is to be affected, the comments that have been made on the Bill so far have been in favour of what is proposed to be done. I have only two or three points to make.

It was most satisfying to hear the general remarks by the Minister on the progress that is being made by the institute.

I think it demonstrates once again, in general terms, the effective co-operation between the Commonwealth Government and the State Government, in making positive strides in education in Western Australia and also in Australia. Without the Commonwealth assistance in this regard this institute would not be the success that it is. It is also well to acknowledge that the State Government's contribution has been a worthy one; and in this year's Estimates we see once again further additions to the allocations.

Those of us who pass by this institute or who have had the opportunity of participating in some of its activities will realise what a tremendous contribution is being made by placing this institute on the highest level, by those charged with this responsibility.

In his remarks last evening the member for Maylands stressed the need for the inclusion of a provision to enable people to take a degree at the institute. Whilst this is a worthy recommendation, I think the Minister covered this point in brief when he said that a committee had been appointed to consider matters such as that. I assume the committee has considered this point raised by the member for Maylands, as well as the overall standards that should be set in this institute.

One needs to be somewhat careful in considering all the aims and objectives of the institute. In my view we should not set up another body to operate in competition with the University. Suggestions have been put forward for the establishment of a second university in this State; one will be established when the finance and needs are co-ordinated. However, that is very different from the matter being dealt with in this debate. To my mind it would be wrong to regard the Institute of Technology as a competitor of the University.

I believe the institute has another role to play. It would be a sad day indeed if people who desired to enrol at the institute for higher education were precluded from doing so because the standards, as a result of degrees, and the other requirements for admission, were set at too high a level. The

remarks of the member for Maylands led me to think in this way, but I do not believe that was really his intention.

Mr. Harman: You did not mention the attitude of the Victorian Government, which has included the degrees in its legislation.

Mr. RUSHTON: I thank the honourable member for that interjection. I believe the Victorian Government has included them in the general objectives. In Western Australia this question could be dealt with in the future. The remarks of the Minister during the introduction of the second reading indicate that a committee has been appointed to deal with standards, and it could look into this problem. Perhaps in the near future this recommendation could be included in the Act.

Mr. Harman: The Victorian Government did that before the committee brought down a recommendation.

Mr. RUSHTON: I do not wish to see the institute raised to such a high level that worthy citizens are precluded from participating in the education provided. The Institute of Technology is a carry-over from the technical colleges which had set certain standards and certain requirements in regard to eligibility for enrolment. These are far broader in their aspects than are the standards of the University.

This matter might be likened to the nursing profession. I am somewhat in favour of the proposal of the member for Wembley who said that different grades of nurses could be trained—the highly academic nurses, and the humanitarian nurses. Surely it is not the desire of anyone to preclude people from participating in the education provided at the institute.

To my mind, if we keep on increasing the standards of eligibility or qualification for enrolment we could do much harm. I do not think that was what the member for Maylands intended. He wished to raise the standards of training and education so that employers would be more prepared to engage those who had passed the courses. If a person wishes to obtain a degree, surely he should take a course at the University.

Mr. Lapham: A person takes a course at the University to obtain a degree at the academic level, not at the practical level.

Mr. H. D. Evans: What is the function of the institute?

Mr. RUSHTON: I see the institute in a different light from the University.

Mr. Lapham: Will the University breathe down the neck of the institute, and dictate what the institute should do?

Mr. RUSHTON: I hope not.

Mr. Lapham: The University is represented on the committee.

Mr. RUSHTON: In my understanding this is a broadly based committee and one which we can watch closely. The institute will give an indication of its value by the end result it produces. If we call the end result a degree, a diploma, or an attainment matters little, unless it is backed by the faith of employers who will employ the ones who have undergone the training.

We all know that the universities in some overseas countries confer degrees which the world in general does not recognise; but the degrees conferred by our University are held in high regard. That is the sort of tradition we need to strive for in the Institute of Technology, and I believe the ground work has been done to establish this. When such confidence in the end product of the institute has been established, then the question of the conferring of degrees or diplomas can be decided. To my way of thinking we have to establish confidence first. The forming of a committee to give consideration to these matters is a realistic approach to the problem.

Mr. Harman: These committees take a long time to arrive at findings.

Mr. RUSHTON: I acknowledge that we see only on the surface, and not in depth, the need for some of these things. I do not disagree with the point raised by the member for Maylands, but that could be included in amending legislation in future. I would digress to this degree and say that the award of scholarships is based on academic attainment, and no regard is taken of enthusiasm, intestinal fortitude, and similar qualities. In my view the award of scholarships based on all those factors would be worth while.

I asked a question in this House regarding the award of scholarships, and from the information given I think that many are passed in and we lose the benefit of them. To me that is a very sad feature. I suggest we should not preclude the battler, the person who might not mature early. These people have proved to be successful, and some of them have become doctors, engineers, and the like. We must look at this from a broad point of view, and we must not preclude people from attending the institute by setting standards that are too high.

I am pleased to see the way in which this institute is being established; and all those who have played a part in its affairs can be proud of the morale and enthusiasm that have been created. Some doubts were cast by the member for Victoria Park that the morale at the institute at the beginning, might not be as high as it could be. Some concern was felt by those employed at the technical schools that they might not be employed at the institute, and they remained with technical education. These shaping or growing pains

have been handled satisfactorily and, to my mind, the morale of the institute is very high. We find the institute is being established quicker than was expected. The increase in enrolments is dramatic.

Another point raised and covered by the amending Bill concerns fees. I think I would be in full agreement with the member for Victoria Park concerning this matter.

Mr. Davies: That is something.

Mr. RUSHTON: The institute is entitled to charge fees. I think this is what we accept; but I do not believe the fees should be raised to such an amount that certain candidates will be precluded from enrolling. Comparing the fees with the overall cost of running the institute, they would be infinitesimal, and in this respect compared with the University are, in the main, relatively low.

I would ask the Minister to keep this question frequently and constantly before him. No doubt as this is an autonomous body it will be paying due regard to this and all other issues; but, as I have said, I do not want the fees raised to such an extent that certain folk will be precluded from enrolling, even though they would make good engineers, architects, and so on.

It was my intention to cover only these few points. However, the member for Maylands in stressing the need for a degree encouraged me to submit my views. Let us not be in too much of a hurry to raise the standard so much that many who, it is our intention, should attend such an institute will be precluded from so doing.

I believe the institute needs to establish itself over a period of years. Its traditions will be developed with its establishment. The amendments in this Bill are realistic because the institute has been established for only a very short time during which it has progressed tremendously. We, as Western Australians, are very proud the Institute of Technology has been so successfully established in our community.

Mr. H. D. EVANS (Warren) [2.43 p.m.]: In supporting this amending Bill I would say that those on this side of the House are very pleased that the Western Australian Institute of Technology is now an accomplished achievement. Its advent has filled a long-felt deficiency in the avenues of education this State has had to offer. This deficiency simply could not have been allowed to continue, not in a modern State in this rapidly expanding technological world anyway; and certainly not without prejudice to our progress. The previous speakers have said, and explained rather fully, that the purpose of this amending Bill is to enable proper administration of the institute by providing the necessary mechanics.

I wish to make three observations, the first being in regard to the status of the institute and the raising of it to its full

dignity and true place of recognition and standing as a tertiary institution in this State. This is something which can really be achieved only with the efforts and co-operation of the entire community. It will come, there is no doubt about that; it must come in a world such as ours.

As the technician receives his full regard, so will the institution which trains him receive recognition. So far the recognition of the institute has been retarded to some extent by its newness, as the member for Dale pointed out. The test of time has not established its full worth or enabled comparison to be made with similar colleges and institutions in other States and countries. To some extent it is just a matter of time, time in which the worth of the Western Australian Institute of Technology will be proven.

However, I do feel justified in being critical of those people who believe that any word derived from "technical" strikes a connotation of manual skills and nothing else. These people are narrow in their outlook and cannot see beyond a purely formal academic training. The Jackson report recognises that in many people's minds technology is wrongly identified with practical skills performed by technicians in workshops—an association having unfortunate repercussions on the public image of the institute. This reflection has to be dispelled and many could and should give a lead in this matter.

The Press, I feel, should give some positive assistance in this regard, and by way of illustration I would like to refer to the graduation ceremony this year—the institute's first graduation ceremony—at which 263 students received awards. Comparatively little attention was paid to this event by the Press. One graduate was accorded the distinction of being entitled to continue with postgraduate studies at the Latrobe University, but, unfortunately, the attitude of the Press was centred around the fact that he was a New Australian. This fact certainly did enhance the achievement; but at the same time the Press disregarded the achievement of the institute which trained him. The distinction in terms of study achievement alone were, unfortunately, disregarded to some extent, despite the efforts of a publicity officer.

The matter of allowing part-time students time off is a most important one, and this, to some extent, becomes a matter of employer training. I believe that the lead and attitude taken by Government departments in this respect is very fair. The time it has granted to part-time students is considerable and no reasonable request has been refused. This is gratifying to learn, and Government departments should take a lead in this respect, and the fact that they have done so augurs well for the future. It is to be hoped that those engaged in industry will

appreciate the advantage to them of doing the same thing, and will follow the lead of the Government departments.

Dr. Robertson, the chairman of the interim council, made special reference to this in his graduation speech. The following is an extract from the *Gazette*, the official journal of the institute:—

On the subject of the relationship between the Institute and industry, Dr. Robertson said that an enthusiastic understanding of the Institute's aims was essential.

He went on to offer an open invitation to all members of industry who wished to avail themselves of it. It is to be hoped they will do so, because it will be of benefit not only to themselves, but to the State in general and the individuals involved as well. In some enlightened countries education is seen as the best possible investment industry can make.

Probably the most telling evidence of the acceptance of the institute will come through the opportunities afforded to graduates.

This brings in the whole field of comparability of qualifications. The problem is one which will not be solved readily and is one to which very careful thought will have to be given. We will only be able to ascertain a final effect through observation.

The member for Maylands made a very pertinent and valid point in this regard. He pointed out that the institution qualification was not sufficient for the individual to gain entrance to the Department of Native Affairs in this State. This is something that the Government should examine very closely. Recognition of the institute will come initially from Government departments which will give the lead to private industry.

I do not think the member for Dale fully understood the implications made by the member for Maylands in this regard. The whole matter revolves back to the comparable effect of each of the qualifications—regardless of the title under which those qualifications go. The member for Maylands wishes to allow discretion in this respect and this could be beneficial to the graduates as they come through.

Mr. Rushton: Does the honourable member acknowledge that the Minister gave some coverage of this item? Has he seen the remark made by the Minister in Committee covering this point?

Mr. H. D. EVANS: I think the point in question has escaped the notice of the member for Dale. The member for Maylands wished to point out one specific instance where comparability is not given already. It concerns the department and it is an aspect which the member for Maylands wishes to see taken up in its entirety of comparability.

The second point is in reference to the provision for the formation of a student body. At present there are several separate student organisations existing within the institute, but it is desirable that there should be a single corporate body, such as the contemplated guild. It is only through an organisation such as this that the student body will be able to play its full role in the corporate life of the institute, as is already being done in such places as Swinburne. However this does not necessarily mean that the existing organisations must be superseded; it is something that can be added onto them.

A guild of this sort does not spring up overnight, nor can it be foisted upon students without due preparation. I am happy to learn that this has been given careful consideration. There are several limiting factors in the establishment of a guild and one of these, again, is the newness of the institution. There is of course a dearth of tradition, and there is not the sense of belonging and awareness and feelings of this kind which have been engendered in comparable places of tertiary education which have been established for many years.

It is also to be remembered that a large percentage of the students will be part-time students. At least it is hoped a large percentage will be part-time students. It is for this particular section of the community that the institute must cater. Of part-time students in the future it could be that the number will be as high as two-thirds of the total enrolment. Doubtless there will always be a high proportion. The point to be made here is that students of this kind must have a diversity of interests and their attachment will necessarily be slow, and the development of a corporate body and spirit will also necessarily be a slow development. As I said, it is reassuring to know that the administration is conscious of this nebulous but nevertheless very real problem.

The final point I wish to make is one that has been raised by three speakers and, in particular, it was raised most fully by the member for Victoria Park. The honourable member, at great length, drew attention to the aspect of the payment of fees. Obviously, as has been made clear, this is not a philanthropic institution; but, at the same time, it is catering for a particular section of our young people. A great number of these young people will be working and attending the institute part time. They will be struggling and, consequently, every possible concession in this regard should be made.

I harken back to the comments made by the member for Victoria Park, and I would join with him in asking the Minister to give this matter the very fullest consideration he can manage.

Once again, Mr. Speaker, I would like to join in congratulating those who have been responsible for the establishment of this great development, and I wish it every success and give it my support.

Debate adjourned, on motion by Mr. Lewis (Minister for Education).

ARGENTINE ANT BILL

Second Reading

Debate resumed from the 10th September.

MR. BRADY (Swan) [2.56 p.m.]: The Argentine Ant Bill is very small and does not have a great deal of significance, except that the Argentine ant pest has been coped with to some extent as the result of the action of the department involved.

In 1954 when Argentine ants were threatening the fruit industry and intruding to some extent into the domestic scene in the metropolitan area, it was decided the time had arrived for some control to be taken so that the pest would not bring about severe damage to the fruit industry and to the domestic scene generally. Therefore in 1954 legislation was introduced under which an organisation was set up to go into the matter of raising funds and attacking the Argentine ant problem.

The control committee was set up and it consisted of five people; namely, the Director of Agriculture, a member of the Local Government Association, a member of the Country Municipal Councils' Association, a member of the Perth City Council, and a member of the Road Board Association. Five organisations were represented on the committee. Subsequently it was agreed that maintenance up to \$132,000 would be provided by the local authorities, \$8,000 by the Agriculture Protection Board, and \$70,000 by the State Treasury. Consequently the board took control of the activities necessary to suppress the Argentine ant menace, as it was threatening the metropolitan area.

Later on, in 1959, the legislation was repealed and re-enacted, and the method of financing the activities was more or less taken over wholly by the Treasury. In recent times it has been found that the committee is probably not as necessary as it was originally, and the entomology branch of the Department of Agriculture has now more or less taken over the control. To a large extent the staff is directed by that branch.

The Bill under consideration intends to terminate the activities of the committee and more or less put those activities under the control of the Minister. By and large the legislation is virtually the same as that contained in the original Act except that the Minister is to become a body corporate in order to deal with the problem.

The functions of the Minister are laid down in the legislation and involve the control and direction of the treatment and

eradication of ants; the employment and the engagement of the services of such persons—including persons not subject to the Public Service Act, 1904—as are necessary for the administration of the Act; and the exercise of such other powers as are conferred, and the discharge of such other duties as are imposed upon the Minister by this Act.

As I said before, the Minister has the right of delegation of his responsibilities to local authorities as and when required. The Minister also has the right to appoint authorised persons, as was the position under the original Act.

As regards other clauses in the Bill, the one dealing with advertisements by the Minister is virtually the same as section 12 of the Argentine Ant Act, 1959. The powers of authorised persons under this Bill are virtually the same as were those set out in section 13 of the 1959 Act; and the penalties, as far as I can see, are virtually the same as were provided for in section 17 of the 1959 Act. The proof of occupancy under this Bill is the same as that provided for in the 1959 Act and so, by and large, as far as I am concerned, there is no need to debate the matter at length.

I think most members are aware of the active part played by both the Department of Agriculture and the committee set up by the department to collaborate with the local government bodies. They attacked the problem in 1954, and I think most of us are well aware of the wonderful work they did. In the main this pest is a thing of the past, but it is nuisance that could occur again in isolated spots if it is not kept under control. As a result, this Bill will allow the Minister to watch the position closely through the officers of his own department, and the committee set up under the original legislation is really no longer required. I support the Bill and I believe it could safely be passed by this Chamber without a great deal of debate.

There is one other point I would mention. The Minister might give consideration to extending his power, or appointing a committee similar to that set up under the Argentine Ant Act, 1959, to control any pests that become evident in the future. If problems with pests arise they could be tackled by such a committee in conjunction with the local authorities and the Department of Agriculture, and it would be a great help to people both in the metropolitan area and in country districts. In recent years we have had plagues of midges, these pests breeding in nearby lakes. From time to time we have plagues of flies, and white ants are a continual worry. Mosquitoes, too, are a nuisance, and if a committee such as I have envisaged were appointed it could deal with these nuisances as they arose.

Mr. W. A. Manning: What about cats and dogs?

Mr. BRADY: If the honourable member wishes to discuss that matter it is up to him. I do not think it would be appropriate for a committee of the type I have been referring to to deal with a matter of that kind. The fact remains that plagues of pests still occur from time to time and if a permanent committee were appointed which could take control and eradicate these nuisances, such as happened with the Argentine ants, it would be an excellent idea.

I do not think this is a matter to be debated at length, and I support the measure.

MR. RUSHTON (Dale) [3.4 p.m.]: I rise principally to support the remarks of the member for Swan and I wish particularly to pay a tribute to the Argentine Ant Control Committee whose members have served us so well in dealing with the Argentine ant problem. In 1954 the Argentine ant was a menace and the committee is to be commended for the work it has done since that time.

As I have just said, I wish to pay a tribute to all members of the committee for the sterling work they did, and in this regard I refer particularly to Mr. Harold Kendall who has been the Local Government Association representative on the committee since 1954. When I represented a shire on the Local Government Association I attended many meetings with Mr. Kendall, and I understand that he has rarely missed a meeting of the Argentine Ant Control Committee. Originally, he was a member of the South Perth Road Board, or the South Perth City Council as it is now. Because of Mr. Kendall's outstanding ability he has rendered wonderful service as a representative of the Local Government Association on the Argentine Ant Control Committee and I want to record my appreciation of his and other members' efforts. The people of Western Australia are indebted to such people as Mr. Kendall and the other members of the committee who have served them so well in a voluntary capacity.

These people have shown a tenacity of purpose and a dedication to the work they were asked to do. Their efforts have been most effective and I certainly support the remarks of the member for Swan. The committee's work has been most successful as is evidenced by the legislation before us. Also, as the member for Swan said, a similar type of committee could be used in dealing with other nuisances in the future. My reason for speaking to this measure was to support the remarks of the member for Swan and to record my thanks to the committee, and to Mr. Kendall in particular, for a job well done.

MR. BATEMAN (Canning) [3.7 p.m.]: I wish to support the remarks of the two previous speakers, but after reading the Bill and comparing its provisions with

those in the Argentine Ant Act, 1959, I find I have very little to say because the two pieces of legislation are practically identical. However, this Bill repeals the Argentine Ant Act, 1959, and disbands the Argentine Ant Control Committee. Future eradication work will now come under the control of the Minister for Agriculture.

Because of the simplicity of the Bill I certainly do not intend to speak at length. However, I would like to mention one matter. The Department of Agriculture at South Perth sent to local authorities a pamphlet in connection with Argentine ant control. That pamphlet reads as follows:—

Dear Sir/Madam,

A major campaign to control the Argentine ant in Western Australia has been waged for a number of years. The results of the scheme have been most encouraging but we need the co-operation of all householders to make it 100 per cent. successful.

The pamphlet is signed by the Chairman of the Argentine Ant Control Committee, but the unfortunate part about it is that it does not say how an Argentine ant can be identified. There are many new Australians coming to this country who would not have the faintest idea what an Argentine ant looked like. Therefore I suggest that a pamphlet be issued showing people how to identify an Argentine ant. These pamphlets could be sent to the local authorities and distributed by them when they sent out their rate notices.

Many years ago, when massive control measures were taken, through spraying, to eradicate the Argentine ant it was said that one of the operators had in fact died either through ingestion, inhalation, or absorption through the skin of the toxic poisons being used. Whether this was actually so or not is more than I can say, but it has been mentioned in many circles. Because of that fact I would recommend that a small Argentine ant control unit be placed under the control of the Public Health Department, which has a pest control section. That department also has a toxicology section under the control of qualified medical men with a medical practitioner at the head.

Mr. Nalder: There is very close co-operation between all sections of the departments which are connected with this field.

Mr. BATEMAN: I believe this is so. I was simply putting forward a recommendation. Also, during the massive sprayings in 1963 and 1964, there were many outcries from bird lovers that the spray used for spraying the ants was having an effect on birdlife, generally, in the metropolitan area. Whether that was so or not, I do not know, but bird lovers maintain that the poisoned ants which

were eaten by the birds affected them. As I said, whether that was so or not I do not know.

In view of the simplicity of the Bill and its intention to tidy things up I have no hesitation in supporting it.

MR. McPHARLIN (Mt. Marshall) [3.11 p.m.]: This is a very small Bill and I do not propose to take up very much of the time of the House. In the few remarks I would like to make I think it would be appropriate to commend the work that has been done by the committee over the years. It has done an excellent job and has set a pattern which could be closely followed by the department whenever it is again necessary for similar work to be carried out in a particular area.

It is interesting to note that in 1959 it was provided that the finance for the operation would be borne by the Treasury, and the amount provided in the Estimates for this purpose was \$53,500.

I would like now to comment on a remark made by the member for Canning, when he said that people should be advised as to just what are Argentine ants and what are not. As I understand the position, the committee has not sprayed only for Argentine ants, but for every other type of ant as well. This has certainly taken place in the Dalwallinu district, where a few years ago there were small black ants—not Argentine ants—which were sprayed. The committee did a very good job.

I think the Government should be commended for its action in seeking to do away with this committee, particularly if there is no further use for its work. I think the Government's attitude in regard to this committee could well be directed to other committees which are redundant. The Government should give some thought to this aspect.

Mr. Davies: Hear, hear!

MR. McPHARLIN: The Argentine Ant Act provides that the responsibility for the control of the Argentine ant is to be vested in the Minister for Agriculture, and the work is to be done under the direction of the chief of the entomology division. I feel the Government is to be commended for the action it is taking, and I support the Bill.

MR. LAPHAM (Karrinyup) [3.13 p.m.]: I would like to commend the committee for the work it has done in almost eradicating the incidence of Argentine ants. Perhaps I have had more practical experience of this ant than have the younger members. We all know that at one stage the pest was prevalent in almost every house in the State; the ants were to be found everywhere. I recall that when the legislation for their eradication was introduced it was necessary to spray the

grounds of a convent in Subiaco, and as a sidelight I would mention that the person in charge of the workmen was asked to ring a handbell every two minutes to indicate the whereabouts of his workmen.

As we know, the Argentine ant got in everywhere, and it was rather regrettable that it was allowed to do so. This ant originated in Victoria in, I think, 1939; it was found in Albany in 1941, but it was not until 13 years later that action was taken to eradicate the pest.

As a result of this lapse of time, and the delay in taking action, the ants colonised and spread right through the metropolitan area and also to a number of country districts. Because of the spread of the pest, a tremendous amount of finance was necessary to bring the matter to a stage where a degree of control was obtained—in some districts they were eradicated altogether.

I think we have a lesson to learn from the eradication of the Argentine ant; that is, if we allow a pest to establish itself in the early stages it will mean tremendous financial expenditure to eradicate it at a later stage. I am not sure what exactly it cost to eliminate the Argentine ant, but when the legislation was first introduced it was estimated it would cost \$1,000,000—in all probability it has cost twice that amount. Now that we know just what can happen when a pest like this takes over, and the amount of money that is necessary for its eradication we should, in the future, have a close look at any pest that is introduced into the country; we should not neglect its presence merely because it has not spread to any great extent; we should eradicate it immediately. By doing so we would save a considerable amount of finance.

It is pleasing to find that the Department of Agriculture is now able to take over the control of this pest and that the services of the committee are no longer necessary. I hope there is a constant surveillance of the areas known to be affected by the Argentine ant, because if it ever gets away again and spreads to the extent that it did previously, we will be in real trouble. The Argentine ant is one of the greatest pests we have had in this country.

In 1908 it was known in South Africa, where it created no end of a problem. It seems to aid and assist the mealy bug, a pest which attacks vines in Africa. The Argentine ant could also have assisted the growth of pests on fruit trees in Western Australia, such as aphids and red scale.

We know that once pests are established they are very difficult to eradicate. In the circumstances it is gratifying to find that we have reached the stage where this pest has almost been eliminated. I would like again to commend the work done by the committee which was responsible for the effective eradication of this pest.

MR. TOMS (Ascot) [3.17 p.m.]: I would like to support this measure. Like the member for Mt. Marshall, I feel it is most gratifying to know that such a tremendous job has been done with regard to the eradication of Argentine ants since the legislation was first introduced in 1959.

As the member for Karrinyup has just said, this ant has been in the State for a number of years, and it became well established in various areas before any direct action was taken for its eradication. I am sure the committee which was set up to administer the Act did a marvellous job.

We should not lose sight of the fact, however, that tremendous co-operation was given by the various local authorities. This work was, of course, done on a contributory basis with the assistance of the local authorities, and this enabled us to get rid of the pest.

The member for Karrinyup has also sounded a warning; namely, that while the Department of Agriculture may feel the position has now been reached where it can control the problem, there could be a time when, because of general apathy, the pest might again spread and control might be necessary.

As a result of the operation of the Argentine ant legislation, I feel that many other problems could be tackled in a similar way—on a contributory basis—in an endeavour to stamp out other pests which might exist.

I am not one who favours the haphazard control and disposal of pests such as fruit-fly, which exists, in various areas at the moment. We have the spectacle of one local authority endeavouring to control this pest, while a neighbouring local authority does nothing at all about its control.

I believe the fruit fly is a pest which we could well tackle along the same lines as we have done the Argentine ant. I am sure every local authority would contribute towards a scheme to get rid of the fruit fly. I have no doubt that we all recall the beautiful fruit that we were able to get at one time, but now, because of the incidence of fruit fly, much of the fruit has been affected not only in flavour but in size.

The Department of Agriculture did a marvellous job in co-operation with the local authorities, and I think the Government should give consideration now to the continuance of projects such as this. As I just stated, I have in mind that something should be done in regard to the setting up of a committee for the purpose of controlling fruit fly, which has become a menace in this State.

I support the repeal of the provisions of the Act and, with the member for Karrinyup, I hope it will never again be necessary to implement those provisions in Western Australia. We must be vigilant

and not apathetic just because the nuisance is decreasing; the result could be that the Argentine ant could again take control.

MR. JAMIESON (Belmont) [3.21 p.m.]: I am one who will always support the eradication of pests, as the Minister knows. The member for Ascot just spoke on one of my favourite topics, as I have long advocated that, in regard to fruit fly, similar action be taken to that taken to eradicate the Argentine ant—but that is a horse of a different colour. I would point out that when the Argentine ant menace was at its worst, so was the fruit-fly menace.

Mr. Nalder: The only difference is that the Argentine ant cannot fly.

Mr. JAMIESON: The Minister for Agriculture should know that during the life cycle of the fruit fly, the grubs fall out of the trees; and when, some years ago, they did this they were attacked by the Argentine ants. This had a certain limiting effect, but it did not eliminate the amount of pupa that ultimately became the fruit fly which caused so much damage.

As far as I could see, there was excellent co-operation between the local authorities and the department in practically ridding us of the scourge of the Argentine ant. There are still pockets of ants in the Mt. Hawthorn area and around various lakes and swamps into which it is difficult to take the machines to eradicate the ants. This particularly applies around Herdsman's Lake where, I understand, there are some pockets. Attention can be paid only to the outskirts, and in this way the ants are limited. There is no control over someone taking into these areas a stick or reed containing Argentine ants, which would cause isolated pockets to become infested. The only thing to do is keep an eternal vigilance.

I would like to see the public constantly encouraged by advertisements in the Press—these have tended to drop off of late—asking people to report the incidence of any small ants so they may be identified by the Department of Agriculture. By spending a few dollars in this way, the department could perhaps be saved thousands of dollars, because the spending of the few dollars could mean the prevention of an outbreak which would require eradication once the ants became established.

I feel the department should indulge in a fair amount of publicity as it is desirable to keep the public aware of the fact that Argentine ants could again become a serious problem if proper care is not taken. As the member for Ascot has pointed out, we have reached the point where control should revert to the central overall authority because a limit has been reached as to what local authorities can do.

It is necessary to have a programme which will enable the various pockets that occur to be watched, and there is no better body to do this than the officers associated with the Department of Agriculture. This department has at its disposal officers who can recognise Argentine ants if they are present; and they also have a knowledge of other pests which become a nuisance from time to time. The department is a close-knit organisation and no doubt the officers at its disposal would quickly deal with any infestations that became apparent. There is always identification to be established and the officers of this department are able to do the job.

I understand that within the department there will be, for these workers, some degree of continuity of employment associated with this eradication programme. In the past a lot of casual labour was used at various stages when great efforts were being made, and there was a fall-off of this personnel during seasonal conditions that were not suitable for the carrying out of spraying. When it was necessary to employ personnel in the following season they had to be trained to recognise the situations that needed the most attention. As a consequence, this was not the most successful way in which to deal with the pest. However, under the supervision of competent officers, the job done seems to have been reasonably successful.

I support this measure. I hope that if we keep at the Minister long enough we will be able to convince him there is a desirability to extend eradication programmes to other pests in the community, such as fruit fly, in order to make sure they are properly controlled. It is no good one householder taking action while another does not; and the same applies to local authorities. It is proper for the Government and its department to maintain control, with the aid of citizens who make the department aware of any changes in the ant population in their particular locality. I support the Bill.

MR. NALDER (Katanning—Minister for Agriculture) [3.28 p.m.]: It is most gratifying to the Government to find that on an occasion such as this there has been ready acceptance of the proposal on two counts; firstly, that appreciation has been acknowledged of the work that has been done by the committee and the co-operation of so many other people—in the main instance it has been the local authorities—and, secondly, it is felt that at this stage the Government can control the incidence of the Argentine ant menace with the least amount of cost.

When introducing the Bill, I said that I felt the time had come when it was no longer necessary for a committee, from time to time, to plan, arrange, and organise various groups to spray affected

areas. The Department of Agriculture has been responsible for carrying out the spraying and the stage has been reached where it has sufficient experience to know what type of chemicals to use, their effectiveness, the manner in which to spray, the period of the year, and so on. Therefore it is not necessary to have this committee operating.

There will also be a saving in the man hours previously spent in the various discussions and in organising. It gives me satisfaction, as Minister, to know that the people whom the various members represent are confident that the work will be carried out effectively and efficiently, at the least cost, and that the menace experienced by so many people a few years ago will be kept well and truly under control.

Mr. Lapham: Have you any idea of the actual cost?

Mr. NALDER: No, I have no idea of the cost at the moment but, at a later stage—perhaps during the debate on the Appropriation Bill—I will be able to give the honourable member some information. I cannot give that information without referring to the details. Of course, we know that a huge sum of money has been spent and I appreciate the concern and interest of members.

I think it does us all good to sit down at times and reflect on the problems we have had to face, and the successes we have achieved as a result of scientific research and the use of various chemicals, and the value of the various types of machines that have been used. In this particular instance the menace was the Argentine ant. I also assure members that when it is possible to deal with some of the other pests which we have in this State we will certainly take some action.

If you will allow me, Mr. Speaker, I will make a brief reference to the fruit-fly menace. I would like to feel that we could tackle this problem immediately, but there are some very difficult obstacles associated with the control of fruit fly. Further research is necessary before we can embark on what could be called an extermination exercise to rid the metropolitan area, and other parts of the State, of fruit fly. I might have an opportunity to refer to this matter at a later stage in this session.

I can assure members, and the public of Western Australia, that as soon as we feel we can deal with the fruit-fly menace in the metropolitan area, we will take action. We know the difficulties this problem has caused in this State.

Reference has been made to the possibility and the necessity, perhaps, to reform the committee. If this becomes necessary we can reappoint the committee to look into any fresh outbreak and advise the Government. This can be done without legislation. I make this point because I think some members are of the opinion

that it may be necessary for Parliament to meet to cover this situation. As I have said, the position can be handled under the present legislation, so members can be assured that if the situation deteriorates the Government will take action; and it will, at all times, seek the co-operation of every person and organisation concerned.

I again thank members for their interest and their support, and for what has been said with respect to the committee and its activities. We appreciate the work which has been done by the committee and I think that every member of the committee can feel some satisfaction in knowing that he or she has made a contribution towards overcoming the difficulty of the Argentine ant, which, at one stage, looked as if it would become our worst menace. However, we have been able successfully to control it, and I commend the second reading 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.

Third Reading

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

WESTERN AUSTRALIAN MARINE ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

HEALTH ACT AMENDMENT BILL

Receipt and First Reading

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

TIMBER INDUSTRY REGULATION ACT AMENDMENT BILL

Second Reading

Debate resumed from the 3rd October.

MR. H. D. EVANS (Warren) [3.39 p.m.]: I rise to support this amending Bill. I would like to point out that the parent Act was placed on the Statute book in a rather belated manner on the 14th October, 1926. The timber industry had been established for some 91 years by this time. The first exports of jarrah—known then as mahogany—were exported to the Admiralty in England in 1835.

Sections of the industry were covered by the Factories and Shops Act prior to the passing of the parent Timber Industry Regulation Act. However, the Factories and Shops Act was inadequate to effectively meet the needs of the timber

industry for a number of reasons, and so the Timber Industry Regulation Act of 1926 was passed. The intention of that Act becomes readily obvious upon reading through the debates which took place at that time. The timber industry then ranked second only to the mining industry for incidence of serious and fatal accidents. The hardships involved in the industry were exceeded by no other.

Right throughout the early debates on the legislation, its strong intention has been apparent: it was aimed at safety regulation, and the alleviation of hardship in the timber industry. This was a recognition of the hardships and dangers which were of very real concern to those who were involved. That intention has prevailed throughout the subsequent amendments to the parent Act and is still evident in the amending Bill we have before us today. The amendments which have been made to the parent Act in the past have, in a large measure, traced the changing pattern of the history of the timber industry.

The first amendment was consequent upon the recommendation of a coroner's inquest into the death of M. Juracich, a timber worker who was killed in an accident in the Manjimup area, in June, 1937. This amendment required that all mills operating under a Forests Department permit had to be registered. No provision for registration had been made in the original Act, and the mills then came within the compass of the regulations that were set down in the amendment. Plans and specifications for new mills were required to be submitted.

The second amendment in 1946, and the third in 1950, expanded the definition of "timber holdings" to cover carpentry and joinery shops attached to timber yards, especially in the metropolitan area. Inspectors appointed under the Act were empowered to enter such carpentry and joinery shops.

The intent of the amending Bill currently before the House can be seen upon an examination of its 19 clauses. Clause 1 deals with the name of the amending Bill. Clauses 2, 3, 5, 10, and 17, are concerned with the setting out of the Act, and introduce the division of the Act into seven parts, each with an appropriate subheading. Clause 4 extends the definitions of the existing Act to embrace the modern techniques and machines which have now become part of the industry.

The Minister, when introducing the Bill, made considerable reference to the various processes and machinery which had become part of the everyday timber industry. This clause, then, seeks to provide comprehensive coverage under the Act. It gives coverage in all situations which have arisen and which may arise as far as is

foreseeable in timber operations. Clause 6 simply states the administrative control of the Act in unequivocal terms.

Sitting suspended from 3.45 to 4.4 p.m.

Mr. H. D. EVANS: Before the suspension I had indicated that clause 6 simply seeks administrative control of the Act in unequivocal terms.

Clause 1 seeks to make a broad change in the appointment of the workmen's inspector. At the moment a workmen's inspector is elected by *bona fide* employees in the timber industry. When introducing the Bill I noticed the Minister stated that the workmen's inspector was elected by the workmen, but following that he was no longer responsible to them or to the union. That statement would not be quite correct, inasmuch as that, although the union could not direct an inspector in regard to the execution of his duties, he still has an obligation to the union and is obliged to furnish it with a copy of his annual report.

However, it was the vagaries of the preferential system of voting which proved a disappointment when following this method of electing a workmen's inspector, especially as the election had to be held over such a wide area of the State, with isolated timber communities participating. It was felt that, ultimately, a better method of voting could be found. Therefore, the present amendment is favoured by both sections of the Timber Workers Union and, as the Minister indicated, they have expressed this opinion in writing to the Conservator of Forests.

Clause 8 of the Bill seeks to extend the term of appointment of a workmen's inspector from two to three years, and the provision of clause 9 is necessary to widen the powers of a workmen's inspector. This is made effective by the clause seeking to repeal subsection (2) of section 9; by the repeal and re-enactment of subsection (19) of section 23 by clause 16; by paragraphs (a) and (b) of clause 18 which deletes restrictions in section 27, and by the amendment of section 29 in the provision contained in clause 19 of the Bill, which will also add a new subsection to section 47 of the Factories and Shops Act. Section 47 of the Factories and Shops Act could negate section 21 of the Timber Industry Regulation Act, which provides for the immediate stoppage of unsafe machinery. These amendments were necessary so that the workmen's inspector could implement his new powers proposed under this Bill. It is important that inspectors appointed under the Timber Industry Regulation Act should possess these powers.

Clause 11 seeks to extend the provision of precautionary safety measures by adding the words "and protective devices" to the existing regulation. The provision of precautionary safety measures is also covered

by section 17 (1), which commences, "Every owner shall provide efficient guards for . . ."

The repeal of subsection 2 of section 18 is sought by clause 12, because this provision has become redundant in the modern context. All possible contingencies relating to the provision of first aid material are covered by section 18.

The addition of the words "for immediate action" sought by clause 13, will require managers to act promptly on matters of safety which are brought to their notice. This whole paragraph lays stress on the fact that the onus of safety rests on everyone in the industry and not just upon the individual.

Clause 16 is another indication of how progress in the timber industry has to be met. Paragraph (a) of this clause seeks to repeal subsection 23 (4) of the original Act. This subsection deals with the positioning of stables. It reminds us that horses and bullocks were once used in the industry, but now are completely redundant.

Paragraph (b) of clause 16 seeks to repeal and re-enact subsection (5) of section 23, to make more clear and comprehensive the regulations applying to all types of log transporting and steam machinery. Paragraphs (c), (d), (e) and (f) of clause 16 seek to modify subsections 23 (6), 23 (8), 23 (11) and 23 (12) respectively, each of which extends the safety coverage of some aspect of the industry.

The amendment contained in paragraph (g) of clause 16 seeks to repeal subsection 23 (14) of the Act which deals with the clearing of dangerous trees from bush lines. The only two bush lines in operation today are the lines from Donnelly to Yornup, and from Deanmill to Manjimup. These lines have been established for many years, and it was the intention of the original Act to make safety provision for bush lines which carried the log rakes and which were, necessarily, of a temporary nature.

The amendment contained in paragraph (i) of clause 16 seeks to extend the control, by regulation, of the preservative treatment of timber. This is a necessary provision now that impregnation and other methods are covered by the provisions in the Act, and indicates that the old form of powellising is not the only method.

The Minister, when introducing the Bill, concluded by stressing that the aim of the amendment was to give aid and protection and to effect further safety in the timber industry. Earlier, he had drawn attention to the number of fatal accidents in the timber industry. In the 10 years from 1948 to 1957, there were 64 fatal accidents, and from 1958 to 1967, 24 fatal accidents. In 1967 there were no fatalities, but in 1968, as far as I am able to ascertain, there have been four fatal accidents

in the timber industry, which is a reminder to us that the promotion of safety in the industry has not been completely resolved.

However, there is now a general and increasing awareness of the need for greater and more efficient safety measures throughout the timber industry. In addition to this, however, the need to educate men—and also women, now—in the industry, as well as members of the public at large, cannot be overestimated.

I wish to make reference to the fact that two major timber concerns now employ two full-time safety officers. This is quite an innovation, and safety campaigns have become an integral part of timber operations in many mills. I will now quote to the House some figures which have been supplied to me by one of the safety officers I have mentioned.

In this particular concern there are between 515 and 520 men involved, and these men are employed in the south-west. I will quote the figures for each quarter of the years from 1966 to 1968. They are as follows:—

Year	Disabling Injuries (per million man-hours)
1966—2nd quarter	35
3rd "	36
4th "	21
1967—1st "	13
2nd "	5
3rd "	4
4th "	7
1968—1st "	4
2nd "	5
3rd "	Nil

A disabling injury is referred to as one that forces an injured man to be off work for at least one full shift following the day of the accident. I will now quote the number of days lost in each of the quarters I have just enumerated. They are as follows:—

Year	Days Lost
1966—2nd quarter	336
3rd "	1,287
4th "	196
1967—1st "	136
2nd "	92
3rd "	151
4th "	155
1968—1st "	107
2nd "	109
3rd "	Nil

The accident rate drops in an equally dramatic fashion. The number of disabling injuries fell from 35 in the third quarter of 1966 to nil two years later. The rate for the third quarter of 1968 is a rather fortunate one to give by way of illustration. The State's decreased accident rate in the timber industry is revealed by the figures supplied by the safety officer. The necessary corollary to these accident reduction figures is the productivity increase; and, using the same figures, it can be shown that the loss of man-hours to the firm involved was at the rate of one man-hour for every 96 man-hours worked, during the second quarter of 1966. In the subsequent quarters the

reduction was equally as obvious; and in the second quarter of 1968 the loss was one man-hour for every 281 man-hours worked. As there were no accidents in this quarter of 1968 the full picture is shown.

The point made by reference to these figures is that a successful safety campaign is of direct benefit to the employees, to the employers, and to the State in general. Encouragement of industrial safety is a responsibility which should be accepted by all Governments; and in this regard I would suggest to the Minister that it might be possible to extend the regulations, even to the extent of making the adherence to safety regulations a condition of employment. This could, perhaps, apply in the matter of protective clothing, but this is a suggestion which others—such as the committee that has been appointed—could examine with some justification. I hope the Minister will request the committee to look into this matter and others related to it.

Of course, regulation is not the answer by any means. Industrial safety can be achieved only by a vigorous and prolonged educational campaign. Obviously such a campaign is necessary. Until such time as those who are involved in the timber industry are conscious of the need for safety and are truly safety conscious in the full context, the objective will not have been reached.

The two firms that have already taken the initiative to appoint full-time safety officers are on the way to achieving this objective, and they are to be commended for the action they have taken in this regard. The timber industry is so much better, and so much safer for it.

I feel the Minister could extend the congratulations of the House to the committee which he has appointed to revise these regulations. Not only did this committee extensively and comprehensively overhaul them, but it did so with unanimity between the Forests Department, the Timber Workers Union, and the sawmillers. This, in itself, is no small achievement. I have had the opportunity to have discussions on these regulations with several members of the committee, and I appreciate their co-operation.

In conclusion I would say that any Bill which has the well-being of the people of the industry as its aim will have the support of this side of the House. For that reason I support the Bill before us.

MR. JONES (Collie) [4.20 p.m.]: Whilst I support the Bill, there is one portion of it with which I personally cannot agree. During the introduction of the second reading the Minister gave the reasons why changes were necessary, and indicated the changes that had been effected within the timber industry over the years.

There is one suggestion I would put forward for the consideration of the committee, in view of the pat on the back which the Minister gave to the employers and others associated with the industry. In essence the Bill meets the changing circumstances in the timber industry. We have seen changes in the felling of timber from the old hand method; we have seen the bullock teams and the horse teams disappear; we have seen the hauling of logs with winches and chains replaced by more modern methods; we have seen the changes in the method of loading the logs onto trucks; and generally we have seen the electrification of the sawmills. All these changes have been effected within the time specified by the Minister.

It is not my intention to deal with each provision of the amending legislation. However, there are two matters to which I wish to refer. Firstly, I am not happy with the proposed amendment contained in clause 7 of the Bill. As the Minister has told us, consultation has taken place between the parties in reference to the amendments in the Bill, and he said that the Timber Workers Union was in accord with them.

I am not aware of the reasons which prompted the Timber Workers Union or the other bodies associated with the timber industry to agree to these amendments, and my personal views differ somewhat from the views expressed by the Minister when he introduced the second reading. The provision with which I am not happy is found in clause 7, and this relates to the appointment of workmen's inspectors. I feel there is some danger in this amending provision. Section 5(c) of the Act deals with the appointment of workmen's inspectors, and it states—

Workmen's inspectors, who shall in accordance with the regulations be elected by the majority of persons *bona fide* employed in the timber industry in the several districts; but no person shall be eligible for such appointment unless he has been engaged in general practical bush and mill work in the industry for at least five years.

The amendment in clause 7 of the Bill contains an inherent danger.

Let me deal with the functions of the workmen's inspectors. In my long association with the trade union movement over a large number of years I have found that workmen's inspectors were appointed, in the main, to look after the interests of the workers under their control within the industry. At present the members of the Timber Workers Union are given the right to vote for the persons whom they consider to be most qualified for the position, and whom they desire to be their representatives as workmen's inspectors.

The amendment in clause 7 suggests that from a list of applicants the workmen's inspector shall be appointed. Under this proposal a number of names would be submitted to a panel composed of two members in addition to the representative of the unions. In the list of names submitted to that panel one person who is very active in trade union affairs might not be acceptable to two of the three members who are charged with the responsibility of appointing the workmen's inspector. That is the danger.

I make this statement on the basis of long experience within the coalmining industry: there is a workmen's inspector on the Collie coal field and we have seen the spectacle where in looking after the interests of the men he met direct opposition from the senior inspector. As a result of his action he fell foul of the senior inspector. The same thing could happen in the timber industry. Among the list of names submitted for appointment may be that of the man best qualified for the position, but because of his activities in certain fields, he may not be acceptable to the majority of the members of the panel. In that case a less qualified person will be appointed to the position.

I do not think anyone will disagree with me when I say that the same position applies to the trade union movement in Western Australia. Some union secretaries are acceptable to the employers, but others are not. The history of the trade union movement shows that in a number of instances the union secretaries who were not acceptable to the employers held their jobs with the unions for a long period.

Let us look at the position in the Eastern States. The Coalmine Workers' Federation was not happy with the fact that the workmen's inspector in New South Wales was paid by the Government, and it was successful in having a measure introduced to enable the workers to have full power to appoint the workmen's inspector to represent them, and they paid his wages.

For that reason I cannot agree with the provision in clause 7 of the Bill. There might be a reason for the inclusion of this provision, and I do not want it to be thought that I am opposing the agreement which has been reached with the Timber Workers Union. In view of my long experience in the trade union movement I can see problems or pitfalls arising from this provision.

There is only one other point I wish to make. The committee appointed under this Act has reviewed the conditions obtaining in the timber industry, firstly, in relation to safety; and, secondly, in relation to the general conditions of work. However, the inquiry did not go far enough. I put forward the suggestion to the Minister that he might look into the transport facilities

that are available to timber workers. When he introduced the Bill he said there had not been any industrial trouble in this industry for a long period of years. In fact, he created the impression that there was good employer-employee relationship. In view of this the facilities available to the workers should be improved, and one way of doing this would be to provide better transport.

In Collie we find the workers travel to the Hawker Siddeley mill at Buckingham and to the Worsley mill in old wagons; in fact, they are merely trucks with covers and hard seats. In the mining industry and other industries we find that in general the workers travel to their place of work in a much better form of transport. In view of the comment of the Minister as to the good industrial relationship which exists between the employers and the employees, consideration should be given to improving the amenities in this respect.

In general I support the measure, but at the same time I feel it is necessary for me to make my position clear as I see the problems which could arise from the amendment to section 5 of the Act. I also recommend that consideration should be given to improving the transport facilities that are available to members of the timber industry.

MR. BOVELL (Vasse—Minister for Forests) [4.30 p.m.]: At the outset I would like to convey my apologies to the House for my temporary absence when the member for Warren commenced his speech.

Mr. Brand: I stood in for you.

Mr. BOVELL: I am grateful to the Premier for carrying the heat and burden of the day, if I may put it that way. The Deputy Leader of the Opposition and I were attending a naturalisation ceremony at Council House and I was therefore engaged on public business in connection with my portfolio as Minister for Immigration.

Mr. Graham: You did a very good job down there!

Mr. BOVELL: I thank the Deputy Leader of the Opposition. He did a very good job, too!

Mr. Graham: That's the spirit!

Mr. Jamieson: Scratch my back!

Mr. BOVELL: I well recall something like this happening previously and, with your tolerance, Mr. Speaker, I will refer to it. The Leader of the Opposition—although he was not the leader then—said, "You scratch my back and I will scratch yours."

However, to get on with the Bill I want to thank the member for Warren for his detailed study. He referred to the appointment of the workmen's inspector, as did the member for Collie. I want to say that this legislation was very carefully examined by the Conservator of Forests,

who told me he considered it was necessary to increase the safety measures, where possible, to protect the workmen in the industry. We discussed the matter at some considerable length.

In regard to the non-election of the workmen's inspector, I was very particular because I had some doubts, as has the member for Collie, and wanted to be quite sure that the people most concerned—that is, the members of the union—were satisfied; and their approval is recorded in the departmental file. I asked the Conservator of Forests to write to the Timber Workers' Union. The letter, dated the 2nd August, 1968, reads as follows:—

Secretary,
W.A. Timber Workers Union,
Trades Hall,
Perth,
W.A. 6000.

Timber Industry Regulation Act.

I might say here that these matters were discussed with the committee, which I think I mentioned during my second reading speech; but I still was not satisfied and still had the doubts the member for Collie has expressed. The letter continues—

The present Act provides that Workmen's Inspectors will be elected by the persons employed in the timber industry.

In the revision of the Act it is proposed to amend this and clause 7 (c) reads as follows:—

This is an unprecedented action—to convey what it is intended to include in a Bill; but in view of the importance of the matter, and my doubts in connection with it, I considered this action was warranted. To continue—

“Workmen's inspectors, be selected by a panel from applicants who are *bona fide* members of a recognised timber workers union and who have been engaged in practical bush and mill work in the timber industry for at least five years. The successful applicant shall be selected by a panel consisting of—

A nominee of the Controlling Officer.

A nominee of the Timber Workers Unions.

A District Inspector.”

Proposed amendments will also give the Workmen's Inspector greater power and increase the term of appointment from two to three years.

These amendments were agreed to by the Committee, of which you were a member, appointed to bring the Act and Regulations up to date, and it is understood that your Union also were

in agreement. However, before the Hon. Minister for Forests submits the proposed draft of the Act to Executive Council, he would like advice in writing that your Union is in agreement with the suggested amendments.

The following is the letter received in reply:—

WEST AUSTRALIAN TIMBER INDUSTRY INDUSTRIAL UNION OF WORKERS, SOUTH-WEST-LAND DIVISION.

Head Office,
Trades Hall,

Perth, 9th August, 1968.

Mr. A. C. Harris,
Conservator of Forests,
Barrack Street,
PERTH, W.A. 6000.

Dear Sir,

re: Workmen's Inspector T.I.R. Act.

In reply to your communication of the 2nd instant, in connection with the above matter, I would like to advise that my Union and the Metropolitan Timber Workers Union are in agreement with the terms of the proposed amendments to the Timber Industry Regulation Act,

Yours faithfully,

This letter was signed by F. McDonald, General Secretary of the Timber Workers Union, and G. D. Brown, Secretary of the Metropolitan Timber Workers Union; and I believe it contains an unqualified agreement that this amendment should be made.

However, I can understand why the member for Collie raised the matter, because I raised it myself and asked the conservator to be quite sure that even though these people were on the committee, they understood what was proposed in the Bill submitted to them; and that was the reply we received. Consequently we cannot question the wisdom of this in the interests of the employees in the union.

The member for Collie also raised the matter of transport. I cannot comment on the problems which might be experienced in the Collie district, but I know of the facilities available for the workers at the Jarrahwood mill near Busselton. These facilities are quite satisfactory and enable the workers, if they desire, to live in Busselton, and they also enable the children concerned to attend the high school. As the member concerned, I visit the timber mills in the Vasse electorate from time to time and I have received no complaints. However, I have no doubt the committee will look into this aspect.

Because of their long record of industrial peace, the workers in the timber industry deserve every possible consideration, and I know their employers endeavour to meet, wherever possible, the requirements of their employees.

I did mention it, but would like to stress again my gratitude to the member for Warren, who has made a detailed study of the measure and I will take note of what he said. I think the only veiled criticism he made was in connection with the workmen's inspectors, but this was hardly a criticism.

I thank all members who have contributed to this debate and thank the House generally for its reception of the Bill, which I commend to it.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

Third Reading

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

KEWDALE LANDS DEVELOPMENT ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

TAXI-CARS (CO-ORDINATION AND CONTROL) ACT AMENDMENT BILL

Second Reading

Debate resumed from the 3rd October.

MR. GRAHAM (Balcatta—Deputy Leader of the Opposition) [4.40 p.m.]: First of all I want to thank the Minister in charge of the Bill, and the Premier, for having agreed at very short notice to a postponement of the consideration of this Bill owing to a commitment which involved the Minister for Lands and myself this afternoon.

It is my intention to support the second reading of the Bill although it is my desire to insert certain amendments for the purpose of stating more clearly the manner in which the new terms of the legislation will operate. The Minister told us certain things, but they represented his view. In my opinion the Bill should be more specific and not as vague as it is at present. I will indicate this in more detail a little later on.

At this stage I would suggest to the Minister that he owes some explanation to Parliament in respect of a situation which developed earlier this year. In *The West Australian* of the 29th May last was the following:—

Taxi Men and Government Clash

There has been a clash between Transport Minister O'Connor and the eight-man Taxi Control Board on Government proposals to sell 20 new taxi plates which are to be issued in the next few months.

The cabinet has decided that the plates will be sold at 70 per cent. of their market value. Mr. O'Connor says this would put the price of each set of plates at about \$4,200.

The board wants to retain control of the new plates and lease them to taxi operators.

Its original submission on these lines was rejected by Mr. O'Connor.

The board met Mr. O'Connor last week and asked him to reconsider the proposal to sell the plates.

Neither board chairman H. R. Irvine nor Mr. O'Connor would discuss the issues yesterday.

When the Minister presented the Bill he made no mention of this lively episode, nor the reasons for the Government deciding upon a sale of plates on a certain basis as against the submissions made by the Taxi Control Board.

Whilst the Government is entitled to make its own decision—I do not query that right for one moment—I feel that we should be supplied with the detailed viewpoint of the Taxi Control Board as to why it wanted the system of leasing the plates, and also the detailed information as to why the Minister and the Government overrode the Taxi Control Board and decided upon its scheme of things. I do not make a comment either way, certainly not at this stage; but I think we are entitled to the information. All I can do, perhaps, to doubly invite the Minister to make some comment, is to ask him the question he may be good enough to answer later on: Why did the Government not approve the proposition for the leasing of taxi plates?

In his introductory remarks the Minister told us that 20 new sets of plates were to be issued, but nowhere in the Bill is that stated; we must take the Minister's word for it. Neither has the Minister told us what the thoughts are in respect of the advisable number of full-time taxi licenses or part-time taxi licenses.

Frankly to remove the matter of the issue of the number of plates from the controversial basis on which it appears to be at the present moment—and in this respect admittedly there is some conflict of opinion between individual taxi operators—the Taxi Control Board ought to operate on an automatic basis. At the present moment a formula is laid down in the taxi control legislation. In conformity with that formula, a new plate should issue for every increase of, say, 700 or 800 in population. This is acceptable to the taxi operators and it is not an excessive number.

There is a long queue of people who are operating taxis now and who are paying hire fees. These people would welcome the opportunity to obtain plates in their

own right. Of course some people outside the industry altogether would like the opportunity, too.

Mr. O'Connor: In some cases it is a question of higher fees.

Mr. GRAHAM: That is perfectly true. I do not know the limits; but, judging from conversations I have had with people in the industry, every few months the figure goes up the best part of \$1,000 for a set of plates. The only saving grace is that, in places like Sydney, the figure has reached astronomical proportions compared with that in Western Australia. I do not know that is altogether desirable, but I suppose we have to live with it.

Mr. O'Connor: It is about \$15,000 in Sydney.

Mr. GRAHAM: Yes; it is roughly double the figure in Western Australia. The Minister has told us that it is proposed to charge a premium of approximately 70 per cent. of the open market price of taxi plates. If the plates cost \$7,000 at the present moment, people will be able to obtain new plates from the Government for approximately \$5,000. That will be a slight saving to those people, of course.

However, the legislation does not lay down a formula. The Minister could have a change of heart and make it 20 per cent., 99 per cent., or indeed, 110 per cent. if he wanted. In my series of amendments I have not sought to stipulate what the percentage might be, but I feel the Government has been remiss in not laying down a basis of calculation. In this respect I am not very favourably disposed to the wording in the Bill; because, as I understand it, a recommendation as to the premium will have to emanate from the board. Then the Minister will be able to say, "Yea" or "Nay."

In other words, the Minister can only pass judgment on what the board has done and he cannot himself initiate. That is why I have an amendment which will authorise the board to make a figure. I think it is section 9 of the Act which states that the board shall operate subject to the Minister, and consequently the Minister would then be free to take what action he liked in respect of this matter, as he can in respect of others. The amendment is on the notice paper and I trust the Minister has given some attention to it.

There is of course nothing new or novel in the matter of charging a premium. In comparatively recent years this has applied in respect of hotel licenses as there is a recognition that, where there is a limitation or restriction on the number of licenses, accordingly certain privileges are to be derived from being a recipient of such a license and those people should pay some fee. At the moment a rather substantial fee is paid to private operators who desire to divest themselves of the license plates which they hold. If there

is something to be made—whether it be out of hotels or taxi-cars—I cannot see why the public, through the Government, should not be receiving some share. Of course it can be argued quite successfully that taxi operators establish a measure of goodwill because of their efforts. However, at the same time, the profitability of taxi operations is, in the main, created by the public. Therefore the public has an entitlement.

The Minister has indicated to us that there will be a period of five years over which the person to whom one of these new taxi-car licenses is issued will be able to spread his payments. Again, the Bill does not state five years. Frankly I would plead with the Minister to agree to a proposition whereby the period is longer. Every person seeking to become a taxi operator is not well placed financially. Indeed, a great number of them have been paying \$56 a week, or more, for the hire of their vehicle from another taxi operator. In addition there are a whole lot of other fees and charges to be met. Because of that, some of them would probably encounter difficulty in meeting the payments outlined by the Minister.

Immediately those people would be confronted with the necessity to purchase a vehicle which, to be equipped with a meter and two-way radio, would cost probably in the vicinity of \$3,500. In addition, I venture to suggest there would be a certain amount of hire-purchase payment in connection with that. There would be radio fees, rank fees, insurance premiums, and the rest of it, which would have to be met by the individual who, at the same time, would be called upon to pay \$20 per week—or whatever it happened to be—under the arrangement outlined by the Minister.

We sell houses through the State Housing Commission on minimum deposits with payments spread over a period of 40 years and more. Frankly I cannot see anything wrong with a period of 10 or 15 years during which these people would have an opportunity of paying for their taxi license plates.

It is true the legislation provides that, subject to certain circumstances, the transfer of the license plates can be given with the sanction of the Minister only within five years and with the sanction of the Taxi Control Board after a period of five years of ownership.

Mr. O'Connor: This is to give some cover.

Mr. GRAHAM: I agree entirely with the provision. However, the Minister will immediately appreciate that, particularly within the five-year period, the person could still owe something on his plates. Of course the new purchaser would be responsible for the payment of the balance. That is why I am suggesting it would not in any way disturb the operations of what the

Minister has in mind if the period were longer than five years in cases where the people desired it.

Naturally if a person had resources he would want to rid himself of his liability at the earliest possible moment. But I repeat that there are quite a number of operators who are not well placed economically and I do not think they should be at a discount or be required to endure economic hardship in the home in order to become owner-drivers of taxi-cars instead of continuing to pay tribute as they do at the present moment.

The Minister has not indicated whether the payment is to be on a weekly, monthly, or annual basis, or whether it can be by arrangement with the consent of the person concerned. The Minister has not indicated either whether it will be something arbitrary with which the person will have to conform.

Mr. O'Connor: Do you have any suggestion to make? Do you think it should be monthly, or something of that nature?

Mr. GRAHAM: First of all I think the term of repayment could be 10, 15 or 20 years. I see nothing wrong with that. An annual payment would be arrived at, and it would then be a matter of arrangement as to whether it would be on a weekly, monthly, or annual basis.

Mr. O'Connor: I do not think it should be extended beyond a monthly basis in fairness to the individual. The board would have to collect.

Mr. GRAHAM: There may be some merit in that, but I think it could be left to an arrangement with the person concerned. To use the State Housing Commission as an illustration, with that organisation a person can pay the instalments for the purchase of his home on a weekly or a monthly basis. What I am seeking to do is to have it as elastic as possible so that any *bona fide* person can obtain and pay for his taxi-car license plates with a minimum of financial discomfort.

There was an interjection when the Minister was speaking as to whether interest would be payable. The Minister said, "No; there is no plan for interest to be charged." I would like a definite assurance from the Minister that no interest whatsoever will be charged. In contradistinction to the housing propositions which I have used where it is a case, of course, of borrowed money on which interest is payable to those who lend, in this situation no cent that will be paid in will have a debt attached to it so far as the Government is concerned. Therefore the factor of interest should not come into the picture.

The Minister has indicated broadly that the plates are to be issued to those who are already in the industry. I sincerely hope and trust that will be done and that there will be some measure of priority to

ensure that those who have been in the longest will have the first entitlement, subject of course to their conduct as taxi operators having been reasonably satisfactory.

By that I do not mean that a minor breach should be a disqualification; but if some taxi drivers have been paying a very high rental for four, five or more years, then they are the ones entitled to the first chance of becoming owners in their own right.

If members have studied the Bill and related it to the existing Statute, they will see that the new plates—whether full-time or part-time—will be able to be issued to a person who already owns a taxi-car license, provided he does not own two or more.

I thought the whole spirit and intention in latter years was that the desirable end was a state of affairs where everyone concerned was an owner-operator and that it was wrong for people to own fleets of taxi-cars and then be in a position to charge extortionate weekly rentals, of which there was some evidence several years ago. Apparently prices are more or less standardised at the present moment, even though they are considerably higher than those that obtained at that time.

Again, I have given notice of an amendment designed to achieve a state of affairs where the new plates will go only to persons who do not already own a set of taxi-car license plates. I hope the Minister will agree with me in that objective.

Mr. O'Connor: I have no objection to that at all as long as it would not restrict a person from owning up to two.

Mr. GRAHAM: Perhaps we can discuss this in Committee. Nevertheless I am pleased to see that, in spirit, the Minister seems to be leaning in my direction.

Mr. O'Connor: We do not propose to issue them to anyone who has a cab.

Mr. GRAHAM: But there is a specific reference made in the Bill that this is subject to section 22D, and section 22D says, among other things—

The Board shall not authorise the issue of a license to a person who holds two or more licenses issued under this Act.

In other words, the board may issue a license to a person who already holds one, and as the Minister relates this Bill to that section it will entitle the Taxi Control Board—with the sanction of Parliament—to issue these new plates to persons who are already holders of one taxi-car license. I think that is wrong and I hope proper steps can be taken to ensure that will not occur.

I have had representations made to me by the Taxi Operators Association and also by private taxi operators, expressing a divergence of view when measured

against the Minister's thoughts in respect of where the moneys are to go. That is to say, if the charge is to be \$5,000 each, roughly, for 20 sets of plates, we will have a sum of \$100,000. The Minister proposes in the Bill that these moneys shall be paid into Consolidated Revenue.

Whilst the taxi operators, in the main, are not expressing hostility—not to me, at any rate—to the proposal to charge a premium, whether it be a lease fee or a straightout premium where the plates have been sold, they feel that part of the value of the taxi plate is the value established by themselves. In other words, they have some goodwill.

If this sum of money, using my figure of \$100,000, is to be levied on the industry—and here I do not think there will be any hardship to anyone, because those who obtain these 20 plates will be getting them at a lesser figure than if they were required to buy them on the open market; and whilst it is true that only 20 will be contributing instead of 800, there is no injustice in that—the taxi operators feel, and I am inclined to agree, that at least some proportion of the premium should be used in their own interests.

The taxi operators envisage the establishment of a number of depots, strategically placed in the metropolitan area, in circumstances where taxi drivers at any hour of the day or night can spend a period of rest when they are weary, tired, or sleepy; where they can spend a period when there is, perhaps, virtually no business to be obtained; somewhere where some of them while on duty can obtain hot coffee or something of that nature.

At the present moment these people, who are rendering a tremendous public service in very many ways—apart from operating taxis—find it necessary to spend uncomfortable, protracted periods in their vehicles. There are many instances when taxi drivers have been co-operative with the police; and where there have been the ingredients of a disaster these alert gentlemen have been able to inform the authorities. Generally speaking, they have been most co-operative. Yet at the moment they are forbidden, under their regulations, to consume food in their vehicles.

I do not know what happens at three o'clock in the morning when there is precious little to be done; when it is cold, and wet, and miserable. Are these gentlemen expected to go into the elements and chew a sandwich and have a little coffee out of a thermos flask? If they remain in their taxis and do so they will be breaching the regulations.

Surely it would be more humane and proper for there to be these depots I have envisaged—and their establishment would take some time—where these people could go and rest while still being in touch by

two-way radio. I think this will be in the interests of safety—it will certainly be far safer than if they were sitting cramped in their cars in which perhaps they had been sitting for many hours while carrying out their business, or waiting for business to arrive.

I realise that, as a private member, I am seeking to interfere with the revenues that would accrue to the Crown, but I hope the Minister and the Government will be generous in this respect and consider whether there is not some merit in this proposition which, after all, will be paid for by the taxi operators themselves. Not all the funds will be coming out of the Treasury; indeed, some additional moneys will be going into the coffers of the State—I mean moneys additional to those going in now—because under the current circumstances \$2.50 is received by the Treasury for the issue of taxi plates.

I would like the Minister in his reply—and this is the last point I want to make, and I will be grateful if the Minister will listen to me—

Mr. O'Connor: Sorry.

Mr. GRAHAM: I would like the Minister to elucidate a little what he has in mind in respect of part-time taxi operators. From his remarks I have not got a clear picture of the position. There seems to be a little confusion on the point as to whether these part-time operators are to be allowed to drive only at weekends or whether they will be permitted to do so at other times when the owner of a vehicle allows those who are drivers, but do not possess vehicles of their own, to take over.

I say that because the Minister, when referring to the part-time driver, said they could only work until midnight on Sunday. This seems to preclude their operating at other times. Further on in his speech the Minister said—

It is felt that if part-time taxi driving is limited to weekends it would provide a pool of drivers during the period when taxi-cars are in short supply.

That is somewhat at variance with what the Minister told us—and with which I agree—that a taxi is a reasonably expensive piece of machinery and that economically it is desirable to keep it in operation over an extended period—a period too long for one person to manage. Accordingly, the economics of the industry would be better served if the owner did his shift—if I might use that expression—and when, perhaps, at six o'clock in the evening, he has had it, in the colloquial sense, somebody else could take over for the evening session.

As I say, the Minister's remarks do not altogether support that state of affairs. I think, however, that perhaps the Minister was not as precise in outlining this aspect as he might have been, and perhaps he can reassure us when he replies.

Those are my comments. I agree with the Bill, but I would like the legislation to be a little more explicit than it is, and for this reason I have placed amendments on the notice paper. I am also somewhat emphatic on the point that some of this money from the taxi industry should be used to provide more amenities or facilities for the better operation of the taxi industry in the metropolitan area.

MR. CASH (Mirrabooka) [5.10 p.m.]: When this matter was under public discussion, I asked the Minister three questions. I asked him about the issue of new taxi registration plates and the factors that would determine the successful applicants. The Minister said that consideration was at present being given to these matters. When introducing the Bill the Minister did point out the factors that would determine the successful applicants for taxi plates, and they are quite acceptable to me as the person who asked the questions to which I have just referred.

I also asked the Minister if an applicant well qualified by experience in the industry and possessing the necessary requirements could not find the proposed \$1,000 whether he would consider an extended premium payment or a no-deposit system. This question has also been answered in the Bill.

The Minister did say there were 200 taxi drivers who leased taxi-cars at a lease fee of \$56 a week. These people have been driving taxis for a number of years and they have given good and faithful service to the community. But certain factors might have arisen which have prevented their being able to purchase their own taxi and, as a result of their having no capital, they continue as leasing taxi drivers. Some of these drivers who have driven for long periods will be given these 20 plates which will help them to become participating owners instead of leasing taxi drivers.

Mr. Graham: The Bill does not say 20 taxi plates.

Mr. CASH: No, but the Minister referred to this figure, and that being so, I have no doubt that is what the position will be.

Mr. O'Connor: The Minister would be in a position to issue plates without this Bill.

Mr. CASH: The Minister proposes to make 20 sets of taxi plates available at 70 per cent. of their current market value, and the Minister will determine the premium on the recommendation of the board. On the figures given by the Deputy Leader of the Opposition 20 taxi plates at \$5,000 each would be \$100,000. The successful applicants are to be given five years in which to repay the premium, which will mean a premium payment of \$20 a week. The figures show that 70 per cent. of the market value will be \$4,500 to \$5,000.

Again, the Minister has indicated that there is no proposal for interest rates to be paid. Surely from a business point of view that is a very good proposition for men in any industry! Provision is also made that a transfer will not be permitted for a period of five years, unless it be in special circumstances which the Minister might approve. If these circumstances arise, I have no doubt the Minister will give his approval to the takeover of the existing premium by the applicant for a new taxi license.

As the money comes in, these premiums will go into Consolidated Revenue. I agree with the Deputy Leader of the Opposition about the goodwill value associated with these plates. This goodwill is partly established by the drivers themselves and this question of goodwill applies to all types of business in the commercial community.

I trust, however, the Government will give some heed to this aspect and channel some of the funds it receives back into the establishment and provision of amenities for the drivers of these taxis.

The Bill also proposes to make the Taxi Control Board a corporate body to enable it to acquire, hold, and dispose of real and personal property. This was mentioned in the speech of the Minister when he was introducing the Bill; and he referred to the provision by the board of off-street taxi stands. This provision will give the board the necessary authority to overcome the present difficulty. When the off-street stands are established perhaps the Minister will give consideration to establishing at these stands restrooms and other facilities for the taxi drivers.

I think we all appreciate the very good job which these drivers are doing. There are many excellent men in the industry though, naturally, like all other industries, some of them do not quite come up to the mark, and they have to be weeded out. By and large, however, they are making a great contribution to certain aspects of our community life, particularly as it relates to co-operation with the police, as was pointed out by the Deputy Leader of the Opposition. There are many of these drivers who are willing to assist people who may be in difficulty; somebody, for example, who is taken ill at a shopping centre or in the street. They generally assist them by taking them home and worrying about the fare afterwards.

Many similar incidents take place in which taxi drivers are involved, and I hope the requests I have made for the provision of amenities in the city, particularly for use after normal hours, will be given consideration. Some drivers work from midnight until 6 a.m. when certain facilities are not available to them in the city. Whether the Minister later accepts or rejects the proposed amendment, I hope he

will give consideration to allocating part of the premium for the provision of facilities for taxi drivers.

MR. FLETCHER (Fremantle) [5.16 p.m.]: I would like to make a few comments in regard to the measure at this stage, and also in connection with the amendments on the notice paper at a later stage. The Bill authorises the issue of 20 new sets of plates.

A recent subleader in *The West Australian*, described the taxi industry as being a closed shop. In the past, I have found that to be so, and some two or three sessions ago I related my experiences in connection with several licenses being held by the one operator. Since that time there has been a change for the better, and I would not like to see a return to the old order.

For the information of members, the person to whom I have just referred held several licenses but did not drive himself. Many other people did the driving for him. They drove for anything up to 80 hours or more per week to earn wages in excess of the rental and expenses associated with the cabs.

At that time I related to the House my experiences in trying to obtain taxi plates for one of my constituents who had been driving a cab for the operator I previously mentioned. I will not mention his name on this occasion. This constituent was required to work hours beyond endurance, to the extent that he became a danger to himself and his passengers, as well as pedestrians.

The present Commissioner of Police (Mr. Napier) was then in charge of traffic and he was good enough, as a result of the case I presented to him, to raise my constituent's name from the bottom of the taxi plates application list to the top. I am sure he will not mind my making use of his name, because he did a fair thing for a man in the industry. I was able to assist this man, so the member for Fremantle had another satisfied customer.

I forget whether it was the operator who held the multi-licenses or whether it was some other person associated with the industry who forwarded correspondence which demonstrated that the taxi industry was not happy with my comment at the time. I can only assume someone in the industry read *Hansard* and I was glad to find out that this was so.

I understand from the comments made by the Minister, and also from what I have read in the Press, that the current market value of taxi plates is around \$7,500 which is beyond the reach of many who, I suggest, really need these plates—those who are fit only for light work.

I think the amendments mooted by the Deputy Leader of the Opposition have merit in that respect. The member for Perth recently referred to the "grey ghosts"

who are under the control of the Perth City Council. I allude to the Council parking meter inspectors. The member for Perth suggested that partially incapacitated people could do much of this work; and I suggest the same thing applies to taxi drivers. Partially incapacitated men could drive taxis, subject to their being fit enough to obtain a driver's license and also fit enough to handle luggage, prams, and so on. However, the \$7,500 would be beyond the capacity of many a person to pay. I admit that \$4,500 would be closer to the mark, but my experience is that those who need things most are unfortunately those who are least able to pay for them.

Mr. O'Connor: The basis of no deposit helps considerably.

Mr. FLETCHER: That is so. Among other things, one of the objectives of the Bill is to maintain the ratio of one taxi to approximately every 800 people. I understand the ratio in Sydney is one to 833 people; in Melbourne it is one to 760; and in Brisbane it is one to 577. I do not know why the discrepancy exists, but perhaps the ratios I have mentioned reflect the type of service that is given.

I am not aware whether people in the area concerned can get taxis at any hour, including holidays. I have never heard any criticism on this point; but if they cannot do so now, I hope they will be able to after the issuance of the extra 20 plates. If people cannot obtain a taxi at any time, then the Taxi Control Board will be falling down on its job. That is my assessment of the situation. The onus will be on the board to see there is a better service provided as a consequence of the issue of the extra plates.

I am well aware of agitation in certain areas from persons who are not already in the industry but who wish to become part of it. The member for Mirrabooka said that, generally speaking, the industry appears to be well administered and provides a community service. As far as I am concerned, I have found that the driver who sits behind the wheel is a dependable type of citizen.

Members are aware that on occasions taxi drivers render a service far in excess of that expected of them. Wireless control makes it possible, on occasions, for co-operation even with the Police Force. I am aware of instances when this has occurred. A commendable service has been rendered by many taxi drivers in the industry in this respect.

With those few remarks, I support the Bill, but will, possibly, when dealing with the proposed amendments, support them even more enthusiastically.

MR. RUSHTON (Dale) [5.24 p.m.]: I wish to support the Bill, and in so doing, cover two points of particular interest to me: the new principle of charging for the

licenses; and the confirmation or determining of these restricted licenses so that a service can be given to the outlying areas of the metropolitan area. This latter point is very important indeed to my electorate.

Firstly let me touch upon the question of charging for the new licenses to be issued. This question is always a vexed one when we have an industry that is dependent on the control exercised by a board. I would instance the milk industry which has a quota system. Whilst a quota has no value in itself, it has a value when the farm is sold. To me this seems rather cumbersome and I would like the position clarified. But let me return to the Bill under discussion.

I believe that this Bill is a realistic step forward and I support the Government's move to charge for the plates. We will see what transpires in the period ahead, but at least it is a basis on which to commence.

As I said at the outset, the most important issue to me concerns the establishment of a taxi service in the outlying areas. In this instance I would like to give a picture of the present position which is unsatisfactory because of the inability to obtain restricted licenses.

In the Kalamunda Shire, which does not come within the metropolitan traffic area and, because of this, does not come under the control of the Taxi Control Board, the shire issues licenses sufficient to provide an adequate service in the area. The local taxi proprietor is protected and he renders a 24-hour service knowing he will not be subject to competition from the metropolitan area. Taxis from the metropolitan area are permitted to bring passengers into Kalamunda, but they are unable to pick up passengers in Kalamunda and take them back to the metropolitan area. By the same token, the Kalamunda taxi proprietor is able to take fares out, but he is not permitted to pick up fares outside and bring them back to Kalamunda.

One would think this is somewhat cumbersome, but it does allow the Kalamunda proprietor to render a 24-hour service, knowing he will not have any competition.

This is the same service as the Government is endeavouring to establish at places like Rockingham and Armadale. Prior to the establishment of the Taxi Control Board, Armadale for a long time had a taxi service similar to that which Kalamunda has at present. In other words the shire sold the taxi licenses and the service was rendered on a 24-hour basis. Armadale now is, of course, within the metropolitan traffic area and comes under the authority of the Taxi Control Board.

As the Minister said in his second reading speech, some doubt has existed as to the authority of the board to issue restricted licenses, so this position is being

clarified beyond any doubt. However, I would like the Minister to give an assurance on the position of the taxi proprietor in the Armadale area; and also some understanding as to the protection afforded people who obtain a restricted license in the Rockingham area.

Firstly I hope that the business available on a restricted license in the Armadale-Kelmscott Shire would be sufficient to enable the proprietor to obtain an adequate living. This gentleman is giving a very good service at present. He purchased the business under the old system when the plates were issued by the shire; he paid goodwill; he purchased the taxis from others; and I hope that the Minister will be able to confirm that this person will not be considered to be holding restricted plates. This taxi proprietor originally owned three taxis, but subsequently sold one of them on the open market. I have not been able to obtain a firm understanding with regard to his future, but I do feel we should not backdate the restricted licenses.

Armadale is developing rapidly because of the corridor development and greater housing density; and before very long this taxi service will be able to stand on its own feet.

The risk or danger that I see to the restricted taxi proprietor is that although he has the responsibility to give a 24-hour service, which he does in good faith, he is not able to pick up fares from other areas. Once the local taxi proprietor, with restricted plates, builds up a satisfactory business, it becomes attractive to outside operators. In fact, from time to time we now see outside operators moving through the area. This, I believe, is eventually justified.

However, plates could be issued to the local operator by the Taxi Control Board so that he could carry on his business in the area. If a local operator has supplied a service throughout a district, and has been able to stand up to opposition, when the time arrives he should be able to obtain a full plate so that if he takes a fare to Perth he can pick up a fare for the return journey. By this method the economic operation of taxi services in the outer areas would become more favourable.

We see restrictions taking place in Kalamunda, but I believe that Kalamunda will be faced with this very problem in the future. Once Kalamunda comes within the control of the board it will be a question of issuing restricted plates, and the proprietor will have to supply a service and build up a business without being able to strike back at operators from other areas with full plates. I hope the Minister will be mindful of this situation, and if local people are giving a good service and their business is jeopardised, then the Taxi Control Board should alter or amend the regulations to cover the position.

I would appreciate the Minister's clarifying the position regarding the proprietor of the local taxi business at Armadale. I believe that free trading could be allowed in that area because I think sufficient fares are available to enable a full-time business to be operated. Competition could be met and an adequate service could be provided for the public.

Another vital part of my electorate is the town of Rockingham. It is in the unfortunate situation of having to depend on taxis from Fremantle. A fare wishing to travel from the doctor's surgery to his home—perhaps two miles—is not a very attractive proposition for a taxi which has to come from Fremantle, so the area has been short of this service. The shire has made representations, and I have made representations, and we have been waiting for this Bill which will allow the issue of restricted licenses.

It is recognised in Rockingham that a taxi business will have to be part-time. This will mean the issue of a restricted license in the area to a garage proprietor, or some other person with a part-time business. Such a person would have to satisfy the board of certain abilities. The necessity has been established in this area and it is only a question of somebody satisfying the board of his ability to implement a service at Rockingham.

The person who sets up a business in Rockingham will have to provide a 24-hour service and he will be subject to pressure and challenge from outside operators. However, if outside operators move in between 5 p.m. and 7 p.m. and take the cream of the business, it will be very unsatisfactory to the local operator, to the local people, and to myself as the representative of the area. It seems unfair that a person who provides a 24-hour service should be subject to this outside pressure. So I am putting forward this point, that the situation should be watched.

It will be necessary for the restricted license at Rockingham to allow the operator an adequate area within which to work. As I mentioned earlier, he will only be able to operate within the restricted area. He will be able to take fares out of the area but will not be able to pick up fares for the return trip. However, outside operators will be able to move into his area, and out of it, without any restrictions at all.

Mr. O'Connor: Do you want that position altered?

Mr. RUSHTON: I think the situation needs to be watched. We have to establish a service in Rockingham, and the only way to do it, at this time, is to issue a restricted license. We all know that Rockingham is growing, and the surrounding area is growing, and when the time comes for the establishment of a full-time business, with the privilege of a full taxi

plate, then it could be a case of some payment having to be made. This is something which will occur in the future. What the operator would pay for that full license, after establishing his business and standing up to outside challenge, is something which I feel could exercise the minds of the members of the Taxi Control Board.

I am sure the Minister is aware of this problem and will be sympathetic. I have made these points purely to show that this Bill is most important because it will be the means of providing taxi services to outlying areas. Possibly, few members in this House are aware of this situation.

The member for Swan did mention Midland, but I understand Midland has a large population and an established taxi service. Therefore, Midland will have no difficulty. However, if we move out 20 or 30 miles, where the population is sparse, full-time taxi services cannot be established.

I think I have made my point. The Taxi Control Board has a responsibility to those areas which border the metropolitan traffic area. I do not know what happens when a shire like the Serpentine-Jarrahdale Shire is taken into the metropolitan traffic area. That is a matter for the future.

I have raised the question of the position of the taxi proprietor at Armadale, and his future. His future will now be determined by the provisions contained in this Bill. I believe he should be able to hold a full plate to operate through the whole of the metropolitan area.

Whatever area is allocated to the restricted operator at Rockingham, I believe we will need to be watchful of his interests. Because of the service he will be providing, he should be protected against unfair competition, having regard to the fact that he will have a restricted license, and having regard also to the fact that he has the privilege of establishing himself with a very small payment. We acknowledge that point.

All in all, I consider these issues need watching in the future; and certainly I am most appreciative of the fact that the Bill is before the House as a consequence of the Government considering it necessary to establish this service to outlying areas. The legislation will be the means of establishing an urgently required service.

MR. LAPHAM (Karrinyup) [5.41 p.m.]: I intend to speak only briefly on the Bill. I think it is a step in the right direction and I will support the second reading in the same way as I will support the amendments which are on the notice paper.

To my mind the goodwill which is being extracted from the industry is rather an unnatural type of goodwill. Normally in a business goodwill is derived by a proprietor

who has more or less served the same type of customer all the time. As a consequence, over a period of time, he builds up what is really goodwill with the same customers. In the industry under discussion, those who utilise taxi-cars do so only at odd times and they are not very frequent customers.

The main goodwill being built up in this industry is the result of the monopoly that the Government applies to the industry. As the Government does apply a monopoly, the Government is entitled to a certain amount of that goodwill for the purpose of Consolidated Revenue. However the Government should also look at the industry generally and, in particular, the normal amenities which are available to the people working in it. The Government should utilise a part of the goodwill for the purpose of giving additional amenities to those who operate in the industry.

Periodically I have heard criticism of taxi-car drivers and on occasions perhaps I have been critical of them myself. In the main they are fairly good drivers but, now and then, one finds one who is new to the industry and is more or less learning to drive by driving in the industry. I have never agreed with that principle, and have always maintained that before a person takes over the control of any passenger-carrying vehicle, he should be very skilled in the operation of the vehicle. As a matter of fact a bus driver who takes over the control of a bus must go through a special examination for the purpose of operating that vehicle. I think the same system should apply in the issuing of licenses to taxi-drivers.

I have often felt that, in the granting of taxi-car licenses, consideration should also be given to those who are in a passenger-carrying industry instead of only to those who are in the taxi-car industry. It is a well-known fact and also supported by medical evidence that if an individual is working in an industry on a broken shift basis and working two or more shifts, such as day shift, afternoon shift, or even night shift when the day is spread over more than the eight hours in which he works, there is a strain on the individual which makes him old beyond his years. Consequently a person who, for instance, has been operating as a bus driver for many years reaches the age of 50 and possibly something should be done to find an avenue of retirement for him. What better avenue would there be than to give him the opportunity to take out a taxi plate?

We would have an individual who was skilled in driving, accustomed to passenger-carrying vehicles, and who had demonstrated his ability over the years to serve the public in this sphere. When we look at the question of who should receive licenses and the possibility of creating a pool, we should also include those omnibus

drivers who have faithfully carried out their duties for many years and who, perhaps, are over 50 years of age.

The registration of part-time drivers is rather a good idea. The question of compelling drivers to continue to work longer hours than is warranted or necessary is not a good move. The registration of part-time drivers will give the owners of taxi-cars the opportunity to seek drivers from the pool, to be able to keep their cars in operation, and, at the same time, to give themselves a rest. This is a good move and I commend the Minister for bringing this aspect into the Bill.

It has been mentioned by previous speakers that there are quite a number of taxi owners at the moment who have more than one taxi plate. There is nothing much we can do about that. They are entitled to continue to have more than one license plate; but, over the period of time when the license plates are finally sold to individuals who take over the control of the taxi-cars, I consider the Taxi Control Board should give considerable thought to the question of issuing only one taxi-plate license to each individual. Under those circumstances we would get away from some of the features that have been rather disquieting in the industry in previous years.

I am pleased to see the Government is seeking only about 70 per cent. of the market value of taxi plates. That is a fair assessment and, according to the Minister, the premium will be payable over a period of approximately five years at about \$20 per week. That is quite reasonable, as it will give those in the industry who are without ready finance the opportunity to continue in the industry and operate, more or less, as they were when paying a leasing fee for a taxi. Instead of paying a leasing fee they will be paying a purchase price to the Government over a period of five years. I like the idea; and I also like the principle of compelling the owners of the plates, except under certain circumstances, to hold those plates for at least five years. That is a very good provision.

As a matter of fact when I was reading through the legislation I thought that if we could apply this basis to land, we might get somewhere. However there might be a few problems that would need ironing out beforehand. At least it is not a bad principle.

Under the circumstances I am quite happy to support the second reading of the Bill and I am also happy the Minister will give some thought to the amendments on the notice paper, because I really feel they are worth while.

MR. O'CONNOR (Mt. Lawley—Minister for Transport) (5.50 p.m.): I thank members for their comments and their general acceptance of the Bill. I will endeavour

to explain the points that have been raised by various members, and I would also like to comment in connection with the amendments that have been advanced by the Deputy Leader of the Opposition. I have seen the amendments that have been placed on the notice paper only this afternoon, but unfortunately I have not had time to peruse them, although I have had a quick look at them. The amendments contain a couple of points upon which I am not sure and I feel they may be worth referring to the Parliamentary Draftsman; or the Deputy Leader of the Opposition may be able to explain them during the Committee stage of the Bill.

The honourable member also asked me to explain the reasons for the Government's decision to sell the plates although the Taxi Control Board had requested that they be leased to the individuals concerned. Quite frankly, I believe that the plates should be sold rather than leased. We want to create a position whereby an individual can work and build up something for himself, and whereby the work he puts into the business—and the taxi industry is a business—will eventually create some benefit for him over a period.

I do not believe it is fair that a person should continually lease plates from the board or anyone else and have to pay for them for the rest of his life, and finish up with nothing after years of hard work. The reason why I acted against the board in this regard was that I considered the drivers concerned should have the opportunity of owning the plates themselves.

The Deputy Leader of the Opposition commented that I do not always agree with the board, and in fact he could remember that I had cause to differ with it on a certain point on a previous occasion.

Mr. Graham: The Minister will find that whenever I put a case to him it is a very good one.

Mr. O'CONNOR: In that particular case, the decision the honourable member wanted was finally brought about.

Mr. Graham: That was on account of the soundness of the case and an understanding Minister.

Mr. Brand: I was waiting for that.

Mr. O'CONNOR: The honourable member also mentioned that there was no comment in the Bill regarding the number of plates to be issued. However, there would be no necessity to bring this Bill before the House if it were only in connection with the issue of plates, and I explained this when moving the second reading of the measure. The board now has the power to issue these plates in accordance with the Act, and it will have the opportunity to issue them on a population-ratio basis.

The main reason for bringing this matter before the House was not in this regard but mainly in connection with the

charge for the plates and also in connection with part-time drivers, who, we felt, were necessary in this State.

The honourable member also suggested the period could be extended to something in excess of five years. I think five years is sufficient because of the terms and arrangements we are prepared to extend. As the honourable member has pointed out, the figure is not a firm one; but something around \$5,000 would be the worth of a set of plates.

Mr. Lapham: There is no interest chargeable?

Mr. O'CONNOR: No. The value might be a little less or a little more, but that is about the value these people would put on the plates. This would mean they would have to pay something like \$20 a week for five years. Many of these people at the moment are leasing cabs at a cost of \$56 a week, which is fairly high; and by the time they pay for their fuel and other things it means that they have to work very long hours to achieve the wages they want, and at the end of five years they have virtually nothing.

Under the arrangement included in the Bill, these people will be paying a smaller figure—\$20 a week, approximately—and not only will they be working for themselves, but they will probably be able to build up an asset after a period of time.

Mr. Graham: When they are leasing cabs from private people, they do not have to pay for the maintenance, the insurance, or other things.

Mr. O'CONNOR: That is so; but in this case they will have the extra \$36 per week to assist them.

Mr. Graham: Yes. But they will have to assume all the responsibility for maintenance, license, and everything else.

Mr. O'CONNOR: That is so. I have made investigations and I believe that certain companies will come forward to help these individuals in regard to finance. The honourable member has probably made investigations along these lines and realises this. The five-year period is a reasonable one; it gives the person an opportunity to pay off his debt; and I do not think \$20 a week is a terrific amount, bearing in mind that an individual working for himself would be prepared to put in a few extra hours in order to get additional money, and bearing in mind also, that the Bill anticipates the employment of part-time drivers so that he will be able to bring in someone else to help him.

Mr. Graham: You will lose nothing if you extend the period beyond five years.

Mr. O'CONNOR: I think five years is not unreasonable. We could say 10 years, 15 years, or 50 years, but I believe five years is not an unreasonable time, and that \$20 is not an unreasonable amount.

Mr. Graham: If there are special circumstances, would you consider a longer period?

Mr. O'CONNOR: Certainly. If a person through no fault of his own was in difficulties, I would be quite happy to look into the matter and, I am sure, so would the board. We do not want to batter a person into the ground.

We do not want to help people to come into the industry; we want to help people who have been in it for a long time but who have not been able to build up any asset for themselves. We are hoping that in accordance with the terms of the Bill they will be able to do this.

Mr. Rushton: Could there be provision made for a rebate for cash payment?

Mr. Graham: Why subsidise the wealthy?

Mr. O'CONNOR: As I said earlier, and the member for Balcatta has mentioned this, we should make this proposition available to people who have served a period in the industry.

The member for Karrinyup did bring in another point; he mentioned the position of bus drivers and others, who, on retiring, should be given consideration. This aspect was considered by myself and by the board, but we agreed that those people who had given some time to the industry should receive preference in this regard.

There is some difficulty in connection with this matter. The board has been operating for approximately only four years, and, although the police had records before that, we were not able to ascertain just how long some people have been driving cabs. Therefore we may reach the stage where, in respect of people who have been driving cabs for more than five years, it will be necessary to hold a ballot; that is, if more than 20 people who are eligible to apply make application, we may have to conduct a ballot. I think that would be the fairest way, but I will be happy to listen to any suggestions members may make.

Mr. Graham: I think that is reasonably fair.

Mr. O'CONNOR: It is suggested that plates be not issued to individuals who have owned a cab during the last three or five years. We do not want an individual to sell a cab today and apply for plates tomorrow and say, "I have been in the industry for 20 years." That would be completely unfair in regard to the position we are trying to bring about in respect of people owning more than one cab. I do not propose that these plates should go to an individual owning a cab or to anyone who had owned a cab recently. I doubt whether the amendment will affect the position, and I shall discuss this point with the honourable member during the Committee stage.

Mr. Cash: What about preference for ex-servicemen?

Mr. O'CONNOR: There is no suggestion that such preference will be given. We will give preference to those who have been in the industry and if there are more than 20 applicants with over five years' service in the industry, a ballot will be held.

At this stage it should not be considered that the amount suggested is too high because, although applications have not yet been called, we have received over 200 applications. This is an indication that people, generally, are prepared to come into the industry on this basis; and I would say that those applying would very much like to get into it on this basis.

The member for Balcatta asked a question concerning part-time drivers. At this stage the board also wanted part-time drivers to be included for the full period of time. I have restricted them to weekends because I believe that if they are allowed to come in for the full period we could disadvantageously affect those people who at the moment have plates; they could lose. I want to know what effect the inclusion of part-time drivers will have; and if it does not affect, to any extent, the people who have plates, I will consider extending the period.

I felt that if we told the board that these men could work for the whole of the week, it might be found that those drivers who now work 60 hours a week would have to work 70 to 75 hours a week for the same return. If a driver was leasing a cab and he had to pay the rent on that cab and meet his other commitments as well, he could find his position very difficult as a result of working such long hours. I believe we should give the proposed period a trial first to see what effect it has on those engaged in the industry—especially on the men who are driving the cabs, and on the members of the public generally.

The member for Mirrabooka and the member for Balcatta both suggested that some of the money received for the license plates should be returned for the benefit of the industry. The member for Karrinyup made a good point when he said that, virtually, the Government will be creating some goodwill by placing a restriction on the plates. This is quite true because the value of the plates will be increased from virtually nothing to quite a reasonable figure. The Government has decided the money shall be paid into Consolidated Revenue, but we must bear in mind that the public will benefit from the use of this money. Should an application be made by the board for finance for something which would be to the benefit of the industry, consideration will be given to it.

At this stage I might add that the board has already made certain requests in regard to land in the Midland district.

This land may be made available to the board at no cost, but I believe we could get other land throughout the metropolitan area which, from the public's point of view, would be more advantageous.

The member for Dale raised some points regarding the Gosnells, Armadale, and Rockingham taxi-cabs, and asked for a reason for the non-issue of part-time plates. These plates were to be issued in an effort to ensure that the people in those districts would get reasonable service, because there have been several instances of their not obtaining service when they desired it. At the time the board considered it had the power to go ahead and issue part-time plates, but after consulting officers of the Crown Law Department it found it did not have that power and full-time plates had to be issued from the board itself.

I believe the board should have the power to issue restricted plates so that those people living in such places as Rockingham will have an efficient service to transport them to and from the metropolitan area as and when required. The suggestions made by the member for Dale could be implemented when the stage has been reached that the issue of full-time license plates is no longer necessary. When this stage is reached the board will give consideration to it.

Mr. Rushton: What about the proprietor at Armadale?

Mr. O'CONNOR: I do not think any consideration can be given to his case, because he has already sold one set of plates. If they had been restricted plates he would not have been able to sell them. In fact, the board would not be able to approve of the issue of restricted plates, because it has no power to issue them. However, the Bill will overcome these problems and permit the issue of part-time license plates. I think I have covered most of the points that have been brought forward by those members who have spoken to the Bill, but if I have not I will endeavour to make further explanations at a later stage. I wish to thank members for the comments they made on the Bill.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. O'Connor (Minister for Transport) in charge of the Bill.

Clauses 1 to 5 put and passed.

Clause 6: Sections 15A and 15B added—

Mr. GRAHAM: As I indicated during the debate on the second reading, the hands of the Minister are somewhat tied in that he can consider what premium, if any, shall be payable, only on the recom-

mendation of the board. If the board does not make any recommendation, that is the end of the matter.

As this is a specific provision, regardless of the fact that section 9 of the Act provides that the board shall operate subject to the Minister, this will later be determined by Parliament, couched in these terms, and will mean that the board will dominate the situation, which I think is wrong. After all is said and done, the Minister has announced the policy of the Government and there has not been any criticism of the general proposals to charge a premium of 70 per cent. on the figure charged on the open market.

If the two amendments which appear on the notice paper are agreed to, it will mean the board will consider what, if any, premium is payable. This is the situation I want, particularly as there has been a difference of opinion—the newspaper calls it a clash—between the Minister and the board. I think it is desirable that the Government should be sitting in the box seat. Accordingly I move an amendment—

Page 3, line 35—Delete the word "Minister" and substitute the word "Board".

Mr. O'CONNOR: Though I have not had time to study these amendments, I can see no objection to the one before the Committee, and I accordingly support it. In connection with the clash between the Minister and the board—to which the Deputy Leader of the Opposition referred—I would point out that it was not a clash but a difference of opinion, which never does much harm.

Amendment put and passed.

Mr. GRAHAM: I move an amendment—

Page 3, lines 35 and 36—Delete the words "on the recommendation of the Board".

This amendment is merely consequential on the one I have just moved.

Amendment put and passed.

Mr. GRAHAM: I move an amendment—

Page 4, line 4—Insert after the word "paid" the words "and in particular allow extended terms, upon request being made, for full payment of the premium".

This amendment, if agreed to, will mean that Parliament will make a declaration that it is in favour of time payment, or of a period over which the payment shall be made in respect of payment by way of cash. It is true the Minister has indicated that he is in favour of a five-year repayment period.

Although the Bill does not say so, the Minister has been good enough to go further by agreeing, following an interjection, that, if an applicant were able to

show hardship, he would sympathetically regard any approach made to him for a longer term. Nevertheless, we are still left in the position that Parliament has not expressed itself in regard to this matter. Instead of having to turn up the pages of *Hansard* for information, a reference to the Statute will show that time payment is part of the procedure.

Mr. O'CONNOR: I do not think this amendment is necessary. The board and the Minister should have some latitude, and regulations can be promulgated to cover part of the point raised by the Deputy Leader of the Opposition. It is not the intention of the Government to bring the period down to less than five years, and if at any stage reasons were advanced why this period should be extended, consideration will be given to them by the Minister and, I am sure, by the board. I oppose the amendment.

Amendment put and negatived.

Mr. GRAHAM: My next amendment seeks to insert the words, "in like amounts" after the word "premium" in line six. This is one of three amendments designed to ensure that 50 per cent. of the premiums paid shall go into a special fund and be administered by the Taxi Control Board for the purpose of providing facilities and amenities for the use of operators of taxicars.

I have already outlined a case which, I believe, establishes the merit of such an arrangement. Under the present circumstances it is grossly unfair that those who are taxi operators and who are governed by certain regulations should be required—because there is no alternative—to suffer the indignities and hardships they do at the present time.

This is very definitely so, because it is necessary for these people to carry men, women, and children at all sorts of hours, to all sorts of places.

In addition, I would point out that the Taxi Operators Association is of the opinion that the whole of this money should go for the purpose I have indicated. I have merely sought to compromise between what the Government seeks to do and what the taxi operators have requested.

Sitting suspended from 6.15 to 7.30 p.m.

Mr. GRAHAM: In a special edition of the *Taxi News Sheet* in July, 1968, the following appears:—

At the Annual General Meeting of the West Australian Taxi Operators Association of July, 1968, it was disclosed to members the decision made by Cabinet on the method to issue Taxi Car Licences.

Then appears a lot of details covering the proposals of the Government as embodied

in the legislation before us. I draw the attention of members to this portion of the publication—

VALUE OF TAXI PLATES AND GOODWILL

The "Goodwill" value of plates is over \$6,600. The present day standard of taxi cars is very high, evident by the number of new cars coming on the road, plus the standard of drivers and service.

Despite the Governments hampering, rather than helping it is the drivers, owners and Companies who have built the goodwill up to what it is today, now the Government is capitalizing on the efforts of the owners and drivers. Members expressed they would rather see licences issued for \$2.00 and be non-transferable, rather than see the money go into Consolidated Revenue at the Industries expense.

It is felt now is the time for the Industry to act and decide before this matter goes to Parliament for approval. There is very little time, possibly only ten days. Do you want to let it ride, or say what you think is right?

I have quoted that to indicate that in the view of the Taxi Operators Association the entire proceeds should be paid into a fund for the direct benefit of the taxi operators, but also indirectly for the benefit of the travelling public. I have not sought to give effect to their wishes. Indeed, when the representatives of that body called to see me I said that I felt there was some merit in their proposition.

For that reason I have chosen a half-way course—half way between the Government's intentions and the wishes of the taxi operators—and have embodied in my amendments a proposition that of the premium moneys to be received one half shall be paid into the Treasury, and the other half into a fund to provide essential amenities for these people; so that they can have moments of rest at all hours of the day or night in reasonable comfort. I submit this proposal also for the reasons which I gave before tea.

I hope the Minister will seriously consider this proposition and agree with it. If I heard correctly the member for Mirrabooka, and I trust other members also, are in favour of this amendment. I would be pleased to hear the reply of the Minister. I move an amendment—

Page 4, line 6—Insert after the word "premium" the words "in like amounts."

I have also made reference to the two amendments immediately following this; they are consequential and they will give effect to the proposal I have outlined.

Mr. CASH: It is realised that the moneys from the premiums will be paid into Consolidated Revenue. I would remind the Deputy Leader of the Opposition that such moneys will be used by the Government for the provision of schools, hospitals, social services, and other essential needs of the community. The taxi industry is hopeful that all the moneys received as premiums will be paid into a fund to provide amenities for the taxi industry. The member for Balcatta is prepared to make a compromise, and he has suggested that part of the money be expended in the manner outlined by him.

Like other members who have been approached by the taxi owners I agree that there is some merit in their arguments, and that some facilities should be provided by them. That is the view I take, and I hope that in the future some of this revenue will be used for the benefit of the taxi industry.

When the Minister replies I would like to seek some assurance from him that in future when the taxi board becomes a corporate body and acquires land for the purpose of establishing taxi depots or stations, consideration will be given by the Government to using some of the money derived from these premiums to provide facilities for taxi drivers—such as lunch rooms and other amenities—so that these people who operate at inconvenient hours will benefit from a portion of the money, however small, received in premiums.

Mr. O'CONNOR: I oppose this amendment. The proposal is that half the revenue from this source should be paid into Consolidated Revenue and the other half into a fund to be used for the provision of facilities in the taxi industry. I do not think the owners should provide facilities for the 470 operators. I think all the moneys should be paid into Consolidated Revenue.

If the board puts forward proposals for the provision of facilities then consideration will be given by the Government, but I do not give any guarantee that any move will be successful. I mentioned earlier that among the requirements of the taxi board and the operators is land in various districts for the establishment of ranks; and at the present time consideration is being given to establishing one in the Midland area. The proposal has not been cast aside by the Government. I assure the Deputy Leader of the Opposition that the Government has spent a lot of time in considering these matters, but it has reached the conclusion that the moneys received from premiums shall be paid into Consolidated Revenue.

Mr. GRAHAM: It must be a matter of extreme satisfaction to the Minister that he has a shadow Minister for Transport who is able to give him a lead and guidance before he makes up his mind. This is something novel in this Parliament, and

this novelty is enjoyed by everyone. Whilst on this note I would suggest to the member for Mirrabooka that perhaps he give a little more consideration to his remarks before he utters them, because in this instance we have the second illustration in 24 hours of where he has—to use a colloquialism—put his neck out by agreeing to a proposal in principle, but as soon as a move is made to give effect to it he finds reasons for side-stepping and back-stepping. Then, helpfully, he points the way for the Minister to follow.

The Minister has given no reasons to combat the arguments I adduced; he is only using the pretext wishy-washy Ministers use when deputations wait upon them. I do not say that disrespectfully.

Mr. Craig: You were a Minister once.

Mr. GRAHAM: That is so. When the situation is embarrassing, it is expedient for a Minister to say that consideration will be given to the submissions that have been made. Tonight we have had the Minister, in his usual disarming manner, indicating that the Government cannot agree to this amendment; it has already given some consideration to the matter, but he says further consideration will be given.

Surely this matter of charging premiums is not a new tax being introduced by the Government. It is not being done for revenue purposes. It is being done because there is a measure of equity in it. It will enable people to obtain licenses, for which they would normally pay substantial sums, at a lesser sum. Such being the case there is no question of this system being devised for taxation purposes.

Why then not use it for the purpose of benefitting the industry in the form of decent conditions, factors of safety, and so on? There is a warrant for this money being used in these directions. I am not seeking to embarrass the Government by attempting to divert all of the money in the interests of the taxi operators—one-half only will be diverted which, I think, is a fair and reasonable proposition and one which could be accepted by the Government.

I have already indicated that taxi operators feel they are entitled to the whole of the sum being diverted for this purpose. There may be some in this Chamber who would agree with that submission; but in order not to embarrass the Government my feeling was that a half-way measure would fit the bill to see what sort of revenue was produced. There will be 20 people at the present moment, but this number will increase to 30, 40, or several hundred; and if the fund is not required immediately it could be invested. This would help swell the fund until later something substantial could be done, if there is insufficient money in the first stages.

The amendment is worth while. Surely it is not to be considered as a party move. Such being the case, I would hope, no doubt in vain, that some members on the Government side would see the justice of the amendment and accordingly vote in favour of it.

Mr. CASH: The Deputy Leader of the Opposition referred to the Minister as saying that consideration had been given to the matter of amenities on behalf of taxi drivers. That is so. The Minister was approached by the Taxi Control Board. I asked a question in the House and I was given to understand that some consideration by the Government had been given to it. Later on the Minister said that consideration will be given to a somewhat similar request. I am certain when he said that consideration will be given he was referring to the circumstances which will exist after this legislation is passed whereby the Taxi Control Board will become a body corporate, and will be able to acquire land and establish depots and street parking. That is the clear position and not as explained by the Deputy Leader of the Opposition.

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

Ayes—18

Mr. Bateman	Mr. Lapham
Mr. Brady	Mr. May
Mr. Burke	Mr. McIver
Mr. H. D. Evans	Mr. Norton
Mr. T. D. Evans	Mr. Sewell
Mr. Fletcher	Mr. Taylor
Mr. Graham	Mr. Toms
Mr. Jamieson	Mr. Tonkin
Mr. Jones	Mr. Davies

(Teller)

Noes—21

Mr. Bovell	Mr. Mensaros
Mr. Brand	Mr. Mitchell
Mr. Burt	Mr. Nalder
Mr. Cash	Mr. O'Connor
Mr. Court	Mr. Ridge
Mr. Craig	Mr. Runciman
Mr. Gayfer	Mr. Rushton
Mr. Grayden	Mr. Stewart
Mr. Kitney	Mr. Williams
Mr. Lewis	Mr. I. W. Manning
Mr. McPharlin	

(Teller)

Pairs

Ayes	Noes
Mr. Harman	Mr. Dunn
Mr. Hall	Mr. Young
Mr. Molr	Mr. O'Neill
Mr. Bertram	Dr. Henn
Mr. Bickerton.	Mr. Hutchinson

Amendment thus negatived.

Clause, as amended, put and passed.

Clause 7: Amendment to section 16—

Mr. GRAHAM: I move an amendment—

Page 5, line 13—Insert after the word "follows" the following new paragraph to stand as paragraph (2a):—

(2a) In deciding the person to whom a taxi-car license shall be issued the Board shall have regard to the length of time for which such person has worked as an operator.

The Minister has indicated that it is the intention to follow this rule having regard also for the general behaviour and conduct of the person who has a taxi; but I think it is just as well the board should have an instruction from Parliament that first preference shall be given to those already in the industry and, all other things being equal, to those who have been longest in the service paying weekly rental for vehicles simply because they have been unable to acquire plates of their own.

Mr. O'CONNOR: I appreciate the point made by the Deputy Leader of the Opposition but, as I pointed out earlier, records are not kept going back over a number of years. Therefore it will not be easy to ascertain who has been in the industry the longest. Those who have been in longer than five years will be taken into consideration, and if more than 20 apply, a ballot will be held. That is the fairest way.

Mr. Graham: This amendment will not interfere with any of that.

Mr. O'CONNOR: As the Deputy Leader of the Opposition will appreciate, the amendment has not been before us for very long. However, in the short time I have had to study it I do not think it adds anything to the Bill. If we do not receive 20 applications from those who have been in the industry for more than five years, then those with the longest period of service under that time will be taken into consideration.

With any future issue of plates, the same conditions might not apply. The years of service might be reduced. However, I believe the legislation as it stands covers the point raised by the Deputy Leader of the Opposition.

Amendment put and negatived.

Clause put and passed.

Clause 8 put and passed.

Clause 9: Amendment to section 18—

Mr. GRAHAM: As I indicated earlier, section 22D states that the board shall not authorise the issue of a license to a person who holds two or more licenses issued under the Act. The commencement of the proposed new subsection states that subject to section 22D a current license is transferable from one person to another by either the Minister or the board, depending on the circumstances.

In other words, a taxi-car license will be transferable to a person who is already the possessor of a license. This is wrong. We all believe that all taxis should work on an owner-operator basis other than those which are operated part-time to enable a more economic use of the vehicle. We do not want people to own any more than one taxi. While so many people inside and outside the industry are seeking a license I think it is palpably wrong that

the Minister or the board should approve the transfer of a license to a person who is already in possession of one. For this reason, I move an amendment—

Page 6, line 5—Delete the passage “Subject to section twenty-two D, a” with a view to substituting the letter “A”.

I then desire to insert after the word “another,” in line 7, the words “only if the second person is not already the holder of a current taxi-car license.” Here I anticipate that the Minister will say that a person could have owned a taxi a couple of years ago and sold it, and that he would be liable to join the queue to obtain a new license. That would be entirely up to the Minister or the board; but I want Parliament to stipulate that with regard to the plates we are debating they will be available only in the first instance to persons who do not possess a taxi-car license; and, secondly, that if a transfer of a plate is involved such transfer can be made only to those who are not at present in possession of a license.

Under the Bill there is a bar on those who own more than one, but I want the bar to extend to those who own even one. I desire this state of affairs to continue until no-one is offering for a license, and I cannot envisage that occurring in my lifetime or the lifetime of anyone here.

Mr. O'CONNOR: The position as explained by the Deputy Leader of the Opposition is what the Government intends. In other words no-one owning a set of plates, or no-one who has owned a set within a certain period of time, will be eligible. However, I feel that this amendment could possibly have more far-reaching effects. I am prepared to discuss it with the draftsman and, if it is found desirable, I will have an amendment made in another place.

Mr. Rushton: It could be a different situation in the outer areas. That could raise a complication.

Mr. O'CONNOR: That is so. However, I am prepared to discuss the matter and, if necessary, make an amendment in another place.

Mr. GRAHAM: I thank the Minister for his comments and I am prepared to accept his assurance that he will seek advice and have the amendment included in another place.

Amendment put and negatived.

Mr. GRAHAM: I trust we will deal with the remaining amendments expeditiously. The Minister agreed earlier that the Minister has the final say; indeed, the Act already states this.

An interpretation of proposed subsection (1) in clause 9 of the Bill is that if a person has owned taxi plates for less than five years, they can be transferred on the authority of the Minister only. I have no

objection to that. However, where the plates have been possessed for more than five years, from the date of issue, they may be transferred on the authority of the board only. The Minister or the board, as the case may require, has an absolute discretion to authorise or refuse to authorise any such transfer.

In other words, in respect of the period beyond five years, however unpalatable or unjust might have been the action of the board, the Minister would not be able to take corrective action. I feel the Minister should be the final arbitrator. Indeed, I am reminded of an occasion when the Minister obliged when a case was submitted to him. He determined, quite rightly, without a shadow of doubt, contrary to the decision of the board, and justice was done to that particular person.

If all words from the word “board,” in line 14, are deleted, the authority will be left entirely with the Minister. It will then be possible for an appeal to be made to him. I must point out that my proposed amendment should read lines 14 to 18, and not lines 15 to 18. I am sorry I did not notice that an error had occurred, but the amendment as it appears on the notice paper would make the reading farcical. I move an amendment—

Page 6, lines 14 to 18—Delete all words after the word “Board” down to and including the word “transfer”.

The CHAIRMAN: I would like to point out to members that the amendment is not in accordance with the notice paper, as stated by the Deputy Leader of the Opposition. However, the position is quite obvious and the amendment would not make sense as it appears on the notice paper.

Mr. O'CONNOR: I checked the amendment as it appeared on the notice paper. I would prefer to confer with the Parliamentary Draftsman on this point, and if necessary I will have an adjustment made in another place.

Mr. GRAHAM: Again, I thank the Minister. However, I would like an assurance from him, if he is prepared to give it, that if the amendment does only what I desire it to do, that he agrees with the principle as he did on clause 6.

Mr. O'CONNOR: If the amendment is to give the Minister overriding authority then I am prepared to have it looked at in another place.

Mr. GRAHAM: I ask leave to withdraw my amendment.

Amendment, by leave, withdrawn.

Mr. GRAHAM: My final amendment is to delete, in lines 24 and 25, the words “in its absolute discretion.” This is a matter of adjusting the premium. The proposed subsection states that the board

may, in its absolute discretion and subject to such conditions as it may impose, authorise the transfer of taxi licenses from one traffic area to another.

Once again, I want the Minister to have the final say so that people should have the right of appeal to him. The Minister can then intervene, if he feels that the board has, in some way, gone to some excess. It is the same principle that I have been speaking of and I think this amendment would keep the Act on an even keel.

Mr. O'CONNOR: I think this is in the same category as the previous amendments proposed by the Deputy Leader of the Opposition, and I will have it examined.

Mr. GRAHAM: If the Minister will agree to that, I will not move my amendment.

Clause put and passed.

Clauses 10 to 15 put and passed.

Title put and passed.

Bill reported with an amendment.

AERIAL SPRAYING CONTROL ACT AMENDMENT BILL

Returned

Bill returned from the Council without amendment.

STAMP ACT AMENDMENT BILL

Second Reading

MR. BRAND (Greenough—Treasurer)
[8.10 p.m.]: I move—

That the Bill be now read a second time.

I would explain this small measure is being introduced to remedy a number of deficiencies and inequities in sections of the Stamp Act dealing with stamp duty imposed on motor vehicle licenses, policies of insurance, and receipts. I shall deal in turn with each amendment contained in the Bill.

Under the existing provisions of the Stamp Act, exemption is given to motor vehicle licenses issued or transferred to dealers who acquire vehicles for resale. These provisions rely on an inadequate definition of "dealer" which was included in a now repealed section of the Traffic Act. To remedy this situation the Bill contains a new definition of "dealer" which covers all types of dealers eligible for the exemption.

When a dealer sells a vehicle it is the responsibility of the purchaser to register the transfer of the license and pay stamp duty on the purchase price.

There are approximately 20,000 cases each year where purchasers do not effect transfers as required by the Traffic Act. This necessitates follow-up action by the Police Department and local authorities to recover transfer fees and stamp duty. I

understand from the Commissioner of Police that this has occasioned a great deal of unnecessary extra work. A number of these cases ultimately require court action to be taken for recovery.

So that courts may determine and order the payment of appropriate amounts of stamp duty, valuations of the motor vehicles concerned are required.

At present the Stamp Act provides that the purchaser is the only person who can declare a valuation. The Commissioner of Stamps therefore has no power under the existing legislation to fix a value. This makes it difficult to recover duty from defaulters where no valuation has been declared by the purchaser.

To overcome this deficiency the Bill contains a proposal to give the Commissioner of Stamps power to ascertain and declare a valuation of a motor vehicle and to require stamp duty to be paid in accordance with the valuation.

With the increase in the number of Eastern States and overseas companies carrying on business in Western Australia, insurance cover on assets in this State is being arranged under policies of insurance that are issued and retained outside the State. There are cases where stamp duty is not being paid on these policies or renewals.

Legal opinion has been obtained and we are advised that until these policies or renewals come into this State there could be no obligation to pay Stamp Duty.

In order to overcome this situation and remove any doubt as to the liability to pay duty on insurance policies covering assets in this State, it is proposed to add two new sections on insurance policies to the Act.

One of these sections provides for persons resident in the State, who insure Western Australian property outside Western Australia, to submit a return to the Commissioner of Stamps giving full details of the insurances. The returns are to be made within one month after effecting the insurances and stamp duty is to be charged on the return of insurance policies or renewals as if they were issued within the State.

The other new section provides that every person with whom there is effected an insurance policy or renewal outside the State in respect of Western Australian property, shall furnish a return to the Commissioner.

This is to ensure that all dutiable policies have been included in the returns submitted by those effecting the insurance.

A safeguard has been included in the Bill to ensure that if duty has been paid on any policy or renewal which subsequently is included in a return, it will not be subject to double duty.

Under the provisions of the Stamp Act, banks are required to pay receipt duty on moneys received from customers in exchange for travellers' cheques, bank cheques, foreign currency and cash exchanges. It was never intended that these receipts should be liable to duty as these transactions only change the form in which a customer holds his own funds.

The Bill contains an amendment which provides that a mere exchange of money will not be dutiable. At the same time provision is made to ensure that receipts for discounts earned by banks on sales of bills of exchange or promissory notes do not escape duty. It is proposed to make this amendment retrospective to the 1st December, 1967, being the date on which receipts for exchange of money transactions became liable to stamp duty.

The existing section 99B of the Stamp Act provides for an alternative method of collecting stamp duty on receipts by using a bulk returns system in accordance with a prescribed method. In practice, it has been found convenient to meet the needs of certain groups of taxpayers for the commissioner to make special arrangements.

It is proposed to give him power to make these arrangements for the convenience of taxpayers. A small amendment for this purpose is included in the Bill.

In recent times the practice of requiring persons tendering for large contracts in this State to lodge what are known as "bid bonds" for up to 50 per cent. of the tender prices, has received widespread acceptance. These bonds usually take the form of an insurance bond and are required to ensure that the tenders are not withdrawn.

In addition to providing a bid bond the successful tenderer is usually required to enter into a performance bond which may cover 100 per cent. of the contract price.

Under the current provisions of the Stamp Act both types of bond are subject to the same rate of duty.

The Western Australian stamp duty on bid bonds is imposing hardship on tenderers in this State. Inquiries reveal that generally stamp duty on bonds for tenders and contracts is not as high in other States of Australia.

It is therefore proposed to exempt bid bonds from duty in this State and accordingly an amendment is included in the Bill for this purpose.

For some years the goldmining industry has been encountering financial problems. Representations have been received from the Chamber of Mines for relief from stamp duty imposed on receipts issued for the proceeds of bullion sales.

In view of the financial support given to the goldmining industry by the Commonwealth and its importance to Western Australia there is justification for the State to assist it to remain in operation.

Accordingly, provision is included in the Bill to exempt from duty receipts given for bullion proceeds.

Mr. T. D. Evans: Hear, hear!

Mr. BRAND: It is estimated that this exemption will result in a loss of revenue of \$30,000 per annum.

A recent investigation revealed that there are nine medical and hospital benefit funds registered in Western Australia under the National Health Act of 1953. The receipts issued by or to one of these, the Friendly Societies Health Fund, are already exempt from stamp duty. All these organisations are non-profit funds and are strictly controlled under Commonwealth legislation. In the circumstances an extension of the exemption from duty on receipts to all registered funds is justified.

Accordingly, provision has been made in the Bill to grant exemption from duty on receipts issued by or to an organisation registered under the provisions of the Commonwealth National Health Act of 1953. It is estimated that the cost of this concession will be \$4,000 per annum.

This concludes the explanation of the Bill. It is not of very great importance, but remedies some of the faults which have been experienced since the introduction of the last amendment.

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

KWINANA LOOP RAILWAY BILL

Second Reading

MR. O'CONNOR (Mt. Lawley—Minister for Railways) [8.22 p.m.]: I move—

That the Bill be now read a second time.

This is one of two small measures to make provision for railway extensions in the Kwinana-Cockburn Sound area to provide rail connections for planned installations and to meet the requirements of any future industrial development.

The primary reason for the Kwinana loop railway is to serve the proposed Co-operative Bulk Handling Ltd. grain storage installation at Kwinana. The company has indicated that it foresees a possible need for grain storage in the Kwinana area to be available for July, 1969. It will be recalled that during the debate on another measure this session, the member for Avon presented to the House some details on the proposal for the grain storage installation and the operation of it.

This line has been drafted in such a way that the Co-operative Bulk Handling site can be provided with a 7,000-foot siding to enable trains of up to 70 wagons, together with two locomotives and a van, all to a total length of 3,400 feet, to discharge over a central receiving point as part of a continuous forward movement without shunting.

The proposed wheat trains into the area will consist of rakes of up to 70 wagons, each 46 feet long, together with two locomotives and a van, all to a total length in excess of 3,400 feet. In such case a minimum standing length of 3,500 feet was adopted for the purpose of design. If this train is to pull forward in a straight line over the discharge point so that the driver has an uninterrupted view, a straight of 7,000 feet is called for, plus the length of 600 feet of the central discharge point to a total of 7,600 feet in all. As attainment of this length is vital to efficient railway operations, it was necessary to draft a route virtually from Office Road in the north, to Victoria Street, Rockingham, in the south. The Co-operative Bulk Handling sidings will run parallel to this straight section so that the mainline can continue in operation for other traffic, whilst the sidings are used to work wheat trains.

The Director-General of Transport in his report, a copy of which I will table shortly, recommends the construction of this line and states that he has examined the transport task involved in the movement of bulk grain from country bins to Kwinana storage with appreciation of the fact that Co-operative Bulk Handling's whole operation is geared to rail transportation and is satisfied that the haulage service can best be performed by rail.

A little over five miles in length, the railway will be an extension of the existing standard gauge line serving the CSBP fertiliser works to form part of the ring main around the whole of the South Kwinana industrial area then joining up with the Kwinana-Mundijong railway.

This line will also provide for access to the Western Mining Corporation's nickel refinery, preliminary work on which is now in hand. The refinery site will be adjacent to CSBP installation on the east side of the proposed line. The actual route of the line is shown coloured green on plan No. 60598, a copy of which I will table.

With regard to the plan, I would point out to members, that although it shows a number of roads in the East Rockingham area, those roads which are shown by spaced lines have not been constructed and the land on which the line is proposed to be built through this area is vacant Crown land.

Commencement of construction would be required early in 1969 and the estimated cost of the work, including land resumption, but excluding sidings, is \$875,000. The majority of the land traversed by the Kwinana loop railway is already owned by the Crown.

A requirement of the Western Mining Corporation's nickel agreement in regard to the acquisition of land is that land be acquired on which to construct the railway between CSBP and just south of Office

Road. This land is at present being acquired to comply with this provision. Other than this land the only private land which will be affected by the line will be a portion extending for approximately three-quarters of a mile approaching Mandurah Road on the route of the line as shown on the plan.

Negotiations have taken place between the Railways Department, the Town Planning Department, the Main Roads Department, and the local authorities in respect of minimising the number of level crossings which will be necessary, providing flashlight protection as would be necessitated by volume of road traffic, and making provision in the future for sufficient land on which to construct road-rail separation as the area develops.

I take this opportunity to table the reports of the Director-General of Transport on both the Kwinana loop and the Mangles Bay railways, together with a map showing the routes of the two railways.

The plan and the reports were tabled.

Debate adjourned, on motion by Mr. Taylor.

MANGLES BAY RAILWAY BILL

Second Reading

MR. O'CONNOR (Mt. Lawley—Minister for Railways) [8.29 p.m.]: I move—

That the Bill be now read a second time.

This is the other item of legislation which I referred to when introducing the Bill for construction of the Kwinana loop railway. The Mangles Bay railway is basically a continuation of the Kwinana loop railway and forms part of the future planning in this area. Its purpose would be to meet such transportation needs as may arise from future industrial development.

There appears to be no immediate necessity for actual construction of the line at present but it is considered its promotion should be brought about simultaneously with that of the Kwinana loop railway. Improvements on land required for the railway would thereby be avoided and the precise definition of the railway would assist town planning requirements.

A report has been submitted by the Director-General of Transport recommending that planning for construction proceed with the proviso that the proposal be revalued prior to the actual work of laying the lines.

A copy of the Director-General's report on this railway has already been tabled.

The planned route of the line is shown coloured red on the copy of plan No. 60598 which I have tabled. As in the case of the East Rockingham area, the roads which are shown by spaced lines in the Rockingham area have also not been constructed.

The route over which the line is placed has been pegged on the ground in conjunction with the Lands Department and the local authority in such a position as to cause a minimum of disturbance and to suit future subdivision of adjacent land as may be required for housing or other development.

Members are aware of the negotiations between the State and Commonwealth Governments regarding the future use of Point Peron, and the line of this railway has figured prominently in the discussions. It was considered necessary to define the centre line of this railway route so that the local authority and those owning land in the area could plan for this future line development and thus obviate unnecessary disturbance to properties or residences which may be under consideration.

In the main, the route of the line avoids the developed areas of Rockingham and Palm Beach and possible road crossings are thereby minimised, but where it is necessary to cross an existing road you can be assured, Mr. Speaker, that, as in the case of the Kwinana loop railway, adequate protection will be provided.

Debate adjourned, on motion by Mr. Taylor.

STATE FORESTS

Revocation of Dedication: Motion

MR. BOVELL (Vasse—Minister for Forests) [8.33 p.m.]: I move—

That the proposal for the partial revocation of State Forests Nos. 4, 14, 20, 22, 30 and 37 laid on the Table of the Legislative Assembly by command of His Excellency The Lieutenant-Governor and Administrator on 16th October, 1968, be carried out.

This is the usual revocation motion required under the Forests Act for dedicated forests. The areas have been carefully examined. In all I think there are only approximately 131 acres involved in the six proposals. The areas concerned are as follows:—

Area No. 1:

Adjacent to Allanson Townsite. An area of approximately 40 acres containing no marketable timber and mainly covered by open cut overburden, slag heaps and swamp. To be vested in the Collie Shire Council for the purpose of a motor cycle scramble track.

Area No. 2:

Adjoining Dwellingup Townsite. An area of approximately 13½ acres carrying no marketable timber and containing the sports oval. To be vested in the Shire of Murray as a recreational reserve.

Area No. 3:

Adjoining Greenbushes Townsite. An area of approximately 38½ acres virtually treeless apart from about six acres of insignificant jarrah regeneration on land potholed with mining shafts. The area has been applied for by the Shire of Greenbushes for extension to the townsite.

Area No. 4:

About 2½ miles north-easterly from Keysbrook Townsite. An area of approximately one acre containing no marketable timber and isolated from the main area of State Forest by a road deviation is to be released to the adjoining landholder.

Area No. 5:

About 2 miles north-easterly from Bridgetown Townsite. An area of approximately 15 acres which is required for the establishment of a timber preservation plant and is accessible to power, reticulated water, and a good bitumen road. The area is to be exchanged on an equal value basis for Nelson Location 3824 which is owned by the applicant. The location is unimproved and carries a dense pole stand of marri and jarrah with a proportion of soil suitable for pine planting.

Area No. 6:

About 18 miles north-easterly from Manjimup. An area of approximately 23 acres of which the main part is open flat and the remainder is carrying poor quality sapling and pole sized timber. This area is to be exchanged for approximately 11 acres of land which contains good quality timber belonging to an adjoining landholder. The inclusion of this area in State Forest will ease fire control and roading problems.

Areas Nos. 2 and 4 will be of interest to the member for Murray, while the member for Blackwood will be concerned with Areas Nos. 3 and 5. The last item—Area No. 6—will be of interest to the member for Warren.

These proposals have been submitted to me by the Conservator of Forests and they carry his recommendation.

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

APPROPRIATION BILL (CONSOLIDATED REVENUE FUND) 1968-1969

Second Reading: Budget Debate

Debate resumed from the 15th October.

MR. JONES (Collie) [8.38 p.m.]: In speaking to this Bill I wish to take the opportunity to raise a number of issues to which I feel the Government should give

consideration. In my view the issues which I propose to raise are of paramount importance.

The first deals with the condition of the Wilson Park school at Collie. I know the Minister for Education is aware of the deplorable conditions at this school because of an inspection he made with the previous member for Collie (Mr. H. May) some 12 months ago.

Following my entry into Parliament, I raised the question with the Minister and asked when the extensions were likely to take place. I was advised, initially, by the parents and citizens' association of the Wilson Park school, that one schoolroom was to be built in the existing year and finance for a further room was to be provided in the Estimates for next year.

Following the representations I made to the Minister, he first informed me that tenders had been called in an advertisement in a south-west paper to which there was no response. Upon receipt of this I conveyed the information to the secretary of the Wilson Park Parents and Citizens' Association (Mr. Brody) and asked him, in view of the Minister's notification to me, to refer the matter to his association for consideration. I then sent to Mr. Brody a letter which I received from the Minister dated the 20th September, which is self-explanatory, and I quote—

You recently enquired what progress had been made with the proposed additions to the Wilson Park primary school and suggested that a contractor currently engaged on other work in Collie would be interested in tendering for the work. I subsequently ascertained that the department has found it necessary to place the Wilson Park additions on its reserve list. The work cannot proceed beyond the working drawings and specifications until further moneys become available to the department and, in view of the stringent loan fund position, no undertaking can be given that the work will commence this financial year.

Yours faithfully,

E. H. M. Lewis,

Minister for Education.

Let us look at the conditions of this school. If members do so they will realise my reasons for bringing this matter to the notice of the Government.

Although the Minister for Education made an inspection of this school some 12 months ago the conditions have since worsened. In view of the deplorable conditions this matter is worthy of investigation by the Government or by the Education Department. The position is that some old buildings were transferred from Collie and from the Cardiff School to a school in the southern part of the town, known as Wilson Park. This is primarily a State Housing Commission area.

The school is divided into two sections—the modern part and the old part. The two sections are located some 200 yards apart. The old section is poorly designed and contains many bad features. The teachers experience great difficulty in giving the children the right type of education under the circumstances, because the children—for reasons which I will give shortly—have to walk a distance of 200 yards in the open to attend certain lessons in the central part of the school. This type of tuition is not available in the old buildings.

The existing situation creates problems in relation to the transferring of teachers from one part of the school to the other, and of children in grades I and II who are required to walk on the roadway and who are subjected to traffic hazards. They have to travel 200 yards to attend assembly, sports, scripture lessons, musical activities, and to use the lunchroom so that they can be under the supervision of the teaching staff.

Approximately 100 children travel to and fro between these sections every day. It will thus be realised that this school is split into two distinct sections, and this poses problems from the administrative and the teaching angles. The problem is also caused by the central sound system being located in the modern section, and children have to walk the 200 yards to listen to school broadcasts.

In view of the inclement conditions experienced in Collie in the winter months one can appreciate the discomforts to which these children are subjected. In walking the 200 yards, very often they became wet through and they remain in that state for the greater part of the day. Anyone who has been associated with teaching will understand how important it is to have schools in one unit, to obviate the problems I have mentioned.

I shall refer to the facilities and the conditions of the classrooms. Classroom No. 1, which caters for 39 children in grades I and II, is 22 feet by 26 feet in area. It has 20 desks, and the chairs provided for the children are one foot square. There is a space of only 18 inches between each desk across the room; and only a space of 12 inches between the desks longitudinally.

This is an infants' school and the distance between the front row of desks and the blackboard is only nine feet; therefore great difficulty is experienced in carrying out the activities which are required for the teaching of young children, because of the lack of space. The lighting is very poor, and there are no window sash cords. The windows are jammed and cannot be opened. Pieces of wood have been inserted between the frames and the jambs to keep them closed, so that the children can be protected from the inclement weather.

Measurements were taken last Saturday morning following a request made to me by the parents and citizens' association. A qualified builder took the measurements and it was found that the floor in this classroom was sloping one inch in every two feet. We can therefore appreciate the difficulties experienced in teaching under these conditions in the Wilson Park School.

Mr. Davies: Did the recent earthquake help?

Mr. JONES: These measurements were taken before the earthquake, so it cannot be used as an argument for the state of the floor. Turning to the next classroom, which accommodates the 33 children in grade I, the area is 22 feet by 28 feet. There are 20 desks in this classroom, and the windows are in the same condition as those in the first classroom I mentioned. They are jammed, and the sash cords are also missing. The floor in this classroom also drops one inch in every two feet. The same cramped conditions exist in this classroom as exist in the other classroom.

The third classroom in this school caters for children in grade II. It measures 18 feet by 24 feet, and there are 32 children in this classroom. There are gaps in the floor, and the handrails of the stairs leading into the room are loose. As a result of these gaps, and the condition of the handrails, a student broke his arm when he went up the stairs leading to the classroom, and medical attention had to be given. The roof of this room leaks, and the water flows from the centre of the ceiling to the ventilators. According to the teaching staff it is necessary to shift the children from this room during the winter months.

Mr. Lewis: Why does the floor slope?

Mr. JONES: If the Minister does not consider what I am saying to be factual I will gladly accompany him on an inspection of the school.

Mr. Lewis: Are all these three classrooms being used?

Mr. JONES: Yes. In the third classroom the slope of the floor is not as great as the slope in the other two, and the incline is only a quarter inch in every two feet.

In my view there is a problem with sewerage in that area. When the children wash their hands in the basins and the water is let out, it runs along an open drain into a sump. In view of the health hazard such a state of affairs should not be permitted to continue. What I have said is quite enough, but worse is to come. On an inspection of the stumps under the old building it was found that a number were eaten by white ants. This possibly could be the cause of the slope in the floors. The stumps slant, as a result of the damage caused by the white ants.

Mr. Lewis: What are the stumps made of?

Mr. JONES: They are jarrah stumps. The toilets are unsatisfactory, and although I am not complaining about them they certainly require attention. They are not even lined, and children using them have to put up with the draughty conditions during inclement weather, which is often experienced in Collie.

What does the parents and citizens' association think about this situation? Is it happy with it? With due respect, I would say it is one of the best parents and citizens' associations in Western Australia and its works, of which I will speak in a moment, will indicate the interest that association takes in the school. Nevertheless, the children of its members are subjected to the conditions which I have outlined in my speech tonight.

The parents and citizens' association at the Wilson Park School is a very active group. At the moment it is in the process of covering 1,000 books with plastic covers and having them catalogued. The women are working from 9 a.m. to 5 p.m. every Tuesday and then they go back again at night to take further part in this work.

The rose gardens are a credit to the school. In order to achieve this the parents and citizens' association had to put down a bore to obtain the necessary water, and this bore is down a distance of 90 feet. The association has also spent \$480 on a sound system. The association has constructed a playing oval and I anticipate that within a short space of time \$6,000 will be spent on the reticulation of that area. This is obviously a very good parents and citizens' association.

Members can appreciate the concern that is in the minds of these people; and surely this is a case where some urgent consideration should be given by the Government to have money made available so that remedial action can be taken in regard to the school buildings. As I have indicated, following representations made to me, I find this work is on the waiting list; but unless something is done I can see a further deterioration, or accidents happening at the Wilson Park School. I notice in the Estimates for the next 12 months there is no mention of money being made available to remedy the situation. I hope the Minister will appreciate my bringing this matter before the notice of the House tonight and will do something about it.

The next matter to which I wish to refer concerns the antiquated system used where courts are held under the jurisdiction of magistrates. This is something to which the Government should give attention. At the moment, anyone who knows anything about these courts will realise

that magistrates are still required to write their own reports in longhand, while in some courts that deal with traffic charges and other minor breaches of the law the services of a recording system are used.

I know of an example where a magistrate in Perth had to write his report in longhand and this took him four days. That is not fair to the magistrate. I understand that we are a State on the move. The Supreme Court has changed its method of reporting, as has the Industrial Commission. A magistrate knows the length of the sitting of his court, and the innovation I have mentioned should be introduced so that magistrates can pay more attention to the evidence advanced before the court instead of having to write in longhand everything in relation to the submission made at the time.

The last issue to which I wish to refer tonight will possibly not be well received by members of the Government. I am speaking of the concern in Collie over the employment of youth. The Government will be aware that the coal contracts are for only three years. At the moment in the coalmining industry the average age of the miners is somewhere around 50 years; and members will appreciate that men are retiring. At the present time not one youth is employed in the coalmining industry.

One company is prepared to engage youths providing some guarantees are given in relation to the new coal contracts. If this company can have a guarantee in relation to orders, it is prepared to bring some lads into the industry and train them in deep mining. This is very important, because one cannot walk out onto the street and engage a man and make a coalminer out of him overnight. Anyone associated with the coalmining industry would know that a great deal of training is required before a miner can be termed as skilled.

I would appeal to the Government to have an early look at the coal contracts and indicate if there is to be any change so that youths can be brought into the industry in order to relieve the unemployment problem which now exists in Collie. Unless the contracts for deep mine operations are of a long term, it is difficult to plan far ahead. At the present time we only know where we are going for a period of three years.

I hope the Government will give consideration to the three points I have made tonight: Firstly, in relation to the condition of the Wilson Park School; secondly, the question of recording all submissions before courts under the jurisdiction of magistrates; and thirdly, the question of the coal contracts with a view to employing youth in the coalmining industry in Collie.

MR. BATEMAN (Canning) [8.56 p.m.]: I have listened intently over the past couple of weeks to members speaking to this Bill. They have spoken on subjects ranging from the north to the south and the east to the west and all have spoken of problems associated with their own electorates.

I would like to speak on the major problem that is associated with my own electorate—I refer to the problem of sewerage and drainage. This is one of the most important facets of life today. Do not let any one of us ever be facetious about it. It is a very serious matter if there is a breakdown of a treatment plant for the disposal of human matter.

I would like to compliment the senior health inspector of the Canning Shire who realised the gravity and seriousness of this situation in the Canning area. He took what they call a coliform bacteria count from all the creeks, open drains, and the river. The coliform bacteria count is a six-tube method of testing the actual type of contamination. The readings go from nought to 1,100. If the reading is anywhere between nought and 1,100, it shows that human waste material is in the water; and if it goes above the 1,100 mark, it is referred to as 1,100-plus. There was not one instance when the senior health inspector took samples from the Canning River, and from the open drains in the Canning area generally, that the reading did not show 1,100-plus. I would like to read the report of the senior health inspector, which is as follows:—

Unless a means can be found to sewer much of the land available for residential use in the Canning Shire, the Council may have to severely restrict housing development. The situation was critical.

High water table and impermeable type soils make the septic tank system unsuitable and a continued use of this method of waste disposal could lead to a dangerous health hazard.

Of a total 8,600 acres of residential land zoned under the Region Scheme in the Shire only 1,500 acres is fully built on and 3,800 acres with partial development. Much of this land is subject to drainage difficulties. In May of this year another 3,300 acres was released for Urban use under the Metropolitan Region Scheme, all of which is virgin bushland and rural holdings. The Metropolitan Region Planning Authority has stated when releasing this land that subdivision could not take place until suitable road access, drainage and sewerage was provided.

A comprehensive main drainage system is planned to cover most of the Shire. Miles of open channel drains are already constructed.

Drainage was only part of the remedy and merely served to control the ground water level. Under the conditions that prevail, these drains were in danger of becoming open sewers if large scale installation of septic systems is to continue. Gross production of the water table could take place and eventually drain into the Canning River if alternative means were not found.

This actually happens; these drains do flow into the Canning River. To continue—

The practice of permitting houses to be built in low lying land was only adding to a problem that could get out of hand if not rectified. The method of placing filling sand around septic tanks and leach drains was of little use when the effluent drained through this, sometimes over the surface, to street drains and trenches. There is little doubt that this is prime sewerage effluent.

The prospect of further large scale housing in the Shire was in the balance unless a more satisfactory means of sewerage disposal can be found. There used to be a realistic approach to the whole question. It is foolhardy and a public disservice to permit housing to be built in land which is not able to cope with sewerage disposal. Septic systems are no longer the answer.

The past several years has seen a rapid increase in home building throughout the Shire. Land values have increased, in some instances by 600%. There was a heavy demand for home sites in the Shire because of its closeness to the city and availability of essential services. People are unfortunately buying blocks in undrained areas at relatively cheap prices and building their homes. In winter months they find their yards flooded and drainage systems not operating.

To date the Council has allowed building on low lots if filling is placed in and around the house site. All applications for a building license are subject to a check of the site by building inspectors. Records are kept at the Shire office of ground water levels and where there is evidence of a high water table, foundations are lifted and septic tanks raised out of the ground to give proper clearance. The drainage area is then filled with sand.

In other cases, the impermeable nature of the soil will not allow reasonable drainage for the leach drains and soak wells causing a break down of the septic system. This requires having the tank and drains emptied by a liquid salvage contractor.

The Uniform Building By-laws empowers the Council to withhold a Building License where a building site was subject to flooding or was not adequately drained.

Major Town Planning schemes undertaken by the Council seemed the only way of preparing this type of land for residential use. This could lead to scheme areas being required by the Council to prepare it with the required services. Schemes carried out by the Council to date have not included the provision of sewerage.

The Metropolitan Water Supply, Sewerage and Drainage Board is the responsible authority for sewerage in the metropolitan area. The Board has already told the Council it could be an indefinite time before sewer mains would extend into the Shire. It was possible that individual sewerage treatment plants placed in different parts of the Shire could solve the problem, but disposal of the waste water would be difficult in areas already having high ground water levels. It was obvious if this was put into the ground it would find its way to the drainage system. The treated waste water would be free from contamination and not the same health hazard as the now fluid flowing from flooded septic systems.

The cost of providing sewerage will undoubtedly be an added cost to land development. It was found more economical to lay sewer lines before building took place, but this could only be done if connection to sewerage treatment plants was possible. There would need to be close co-operation between the Metropolitan Water Supply, Sewerage and Drainage Board and the Council in the financial and practical implications of providing sewerage.

Approximately 1,500 acres of land recently released in the Cannington-Armadale corridor is held by Developing Companies. These companies will be liable to install sewerage systems as a condition of subdivision as well as road access, drainage and water. Land held by multiple owners will be included in Council schemes.

Mr. Deputy Speaker, I do not want to bore the House by reading various articles written by different people, but I would like to make some mention of newspaper articles which have appeared from time to time over the past three or four months. I have one here which appeared in *The West Australian* of the 28th August under the heading "Acute Sewerage Problem." It reads as follows:—

Two things can solve Perth's acute sewerage problems—money and time.

I do not think any of us would deny that. To continue—

There is not enough of either.

While the urban front has been outstripping sewerage development the percentage of the metropolitan area population served by sewerage has slipped. In 1964 it was 49 per cent. Now it is 47 per cent.

If development of the metropolitan area came to an abrupt halt today it would cost between \$60 million and \$70 million to extend sewerage to the areas without it. And at last year's rate of capital expenditure (about \$2.5 million) it would take nearly 30 years to do the work.

When the current high rate of development is taken into account, the sewerage problem assumes critical proportions.

Till now, Perth has been fortunate. Its sandy soils and relatively big areas of high ground have enabled septic systems to be used more extensively than most other cities.

And so it goes on. I would now like to quote from the leading article of *The West Australian* of the 28th August as follows:—

SEWERAGE PROBLEM

One grim disclosure after another shows Perth's sewerage to be in an alarming condition. Western Australia's development may be retarded not by reduced foreign investment, high land prices or too-little money for S.H.C. housing but by inoperative septic tanks.

The immediate and paramount problem is the health risk created by poor drainage in much of the low-lying country roughly from Midland to Bibra Lake. This is already causing serious concern in the Canning shire. From a health standpoint the position is straightforward: people cannot be allowed to build in areas of high water-table unless adequate sewerage is provided.

But what can be done about providing adequate sewerage is a different matter. Perth is running out of well-drained land suitable for septic-tank installations. Development is pushing into the eastern and southern areas of clay subsoils and high water. In the Cannington-Armadale corridor, for instance, enough land for 35,000 home sites has been rezoned for subdivision, provided it can be sewered. About 9 per cent. of all the houses in the Canning shire were built last year.

Yet provision of sewerage is lagging farther behind demand every year. The Metropolitan Water Board estimates that it would cost \$60 million to

\$70 million to serve the 53 per cent. of existing houses that are unsewered, much less cope with new building.

And so that goes on, also.

We read again in the *Daily News* of the 26th August the heading, "No Sewer May Mean No House." This was referring to housing in the Canning Shire. Referring to the same shire was also the heading, "Development Halted By Sewage Problem; Septic Tanks Almost Useless, Says Shire President." In this article it was reported that the Canning Shire Council would press for deep sewerage in its area.

I congratulate the council on this decision because it has realised the importance of human lives and the importance of good sewerage and drainage. I would like also to congratulate the Armadale Shire Council because it appears to be taking a similar step. Unfortunately, however, I do not think the Gosnells Shire has the same ideas in mind.

I would like to make this point, and make it very strongly: The summer months are coming and we are really going to be in for an outbreak of some sort of disease in this area unless something is done.

All the drains generally right throughout the Lynwood and East Cannington areas are open sewers, which is all very well while the water table is high because it is acting as a drain and carrying all the effluent away into the Canning River. However, once the water table drops, which it does in the middle of the summer, we will be in bother with the flies carrying germs all over the place.

In addition, the Canning River is used by the Education Department for swimming classes during the summer. As a result, we could have an outbreak of disease. Therefore I would recommend that signs be erected indicating that swimming is prohibited in the river until it is proved that the coliform count, which I mentioned some time ago, is at a level which is not injurious to health.

I recommend that the Government study this matter because human life is dear. I feel it is my responsibility to mention it because if we are not very careful we could have a tragedy on our hands. Therefore, once again, I recommend the Government take a very serious look at this problem in the area concerned.

MR. JAMIESON (Belmont) [9.9 p.m.]: I would like to make a few comments on the Budget debate. First might I start by saying that, bearing in mind that a major alteration has been made to the Standing Orders and the procedures of this Chamber this year, I believe the proceedings have progressed fairly well. However, I would like to make a few comments and hope that you, Mr. Deputy Speaker, will pass them on to the Speaker.

I feel that at this stage we should not follow slavishly the rulings of Erskine May. Over the years, we have established our own procedures in this Chamber. At various times the Speaker has found it necessary to refer to Erskine May on matters such as asking questions of the Speaker, and other such things which have been permitted and accepted here for a number of years.

From this we have established our own series of determinations, and having done so, we should continue to abide by them. While the Speaker, of his own choice, of course, can delegate the Chair to his deputy at any time, I do not think we should follow slavishly the Federal parliamentary procedure of deliberately having the Speaker out of the Chair during the course of a Budget debate. The Speaker may, of course, vacate the Chair on any occasion, but I do not feel it is necessary for us, when we establish our own set of Standing Orders, to try to follow the procedures of another Parliament.

If we have established precedents which have been accepted by this House, then let us follow them rather than resort to Erskine May, and be subject to a ruling made in the House of Commons in the mid-nineteenth century. We are now living in the latter part of the twentieth century, and it is entirely unrealistic that we should adopt those old procedures.

Reference to Erskine May could be in order when we come up against something which we have not encountered previously, and when we are struggling for an answer. Then, by all means, let us refer to Erskine May. But for the normal procedures of this Parliament let us determine our own way and get away from old procedures which need not necessarily apply in this House.

With those exceptions I would say that our new Standing Orders are working rather well. I hope the change will be the forerunner of some other amendments, possibly to the Constitution Act in regard to some of its obnoxious features in debarring certain persons from standing for election to this State Parliament.

A person can become the Prime Minister of this country, even though he might have committed some misdemeanour in his early life, and for which he has paid the penalty. He can be elected to the Federal Parliament. However, under our State Act if a person has committed certain misdemeanours he is not eligible to be a member of Parliament. As far as I can understand the Act, if a person has been a member of the cloth—a preacher in a church—he is debarred for life. This applies even though he may have been unfrocked, or if he resigns from the church.

This would seem to me to class those people as second-rate citizens and it is high time we corrected the situation to put them on an equal footing with the

rest of the citizens of this State. Surely we should not set ourselves above those people! It is high time we looked at this aspect and modernised our Constitution.

I do not think that any law reform committee would ever examine aspects such as this without Government direction; because, as the Minister for Industrial Development has often said, when moves are made to amend the Constitution Act, or the Electoral Act, without qualification each person has been suspicious of the other. The Law Reform Committee would know this and would not touch those Acts with a long stick unless so directed by the Government. I suggest the Government directs the committee to modernise the two Acts I have mentioned.

Nobody should be unduly penalised. I do not say that we should let a rat-bag type into Parliament. Surely a murderer, or someone who had committed a violent crime in the past, would be kept out of Parliament because of his reputation, but a person who had defaulted in his early years, had served his time, and proved himself to be an able citizen some 20 years later, could be in a position to serve the community as a member of Parliament.

However, he is debarred from even getting as far as the starting gate. Even if he gets past the starting gate and is elected, he is under penalty because of his transgression. Those are some of the matters we need to look at in the future.

I have previously mentioned disposable litter containers. It is time the Government took some strong action in this regard because we seem to be getting nowhere. Our highways are littered with beer cans and cool drink cans. Motorists throw empty cans out of their cars when they consider they are far enough away from anyone who is likely to apprehend them.

Unfortunately, we will never be able to stop people discarding unwanted articles on roadsides. The only alternative is to devise some means of having the cans returned, one which will not be a charge on the local authority, or the Government. While I deplore loading the cost of cool drinks by any additional impost, I feel this is the only way that the problem will be successfully controlled.

I mentioned last year that we should have an Act of Parliament to impose a charge of, say, 1c on every can of cool drink that was sold in this State. Local authorities could then be required to establish centres for the return of cans and pay, perhaps, 10c a dozen and retain 2c a dozen as a handling fee. The volume of cans handled would at least pay the costs involved.

Referring to bottles, the brewery has always claimed—the brewery more particularly than other firms—that its bottles are hired or lent. This also applies

to some wine manufacturers—I had better not put the brewery on its own on this issue. But if the bottles are the property of those people we should have legislation to make it their responsibility to remove their property when it is discarded. Those firms would soon find some way of overcoming the problem of getting the containers back to the source.

One of the problems, of course, is the monopoly which has been established. When we were small children we used to gather beer bottles and receive ½d. each for them. I think the bottle collectors still pay only ½d. a bottle, and this price is not encouraging people to collect bottles or to store them. Children do not sort them out. They would rather roll them away and break them, and then someone has to sweep up the broken glass. That is not good enough.

Perhaps the alternative would be to legislate so that beer could only be dispensed in cans. A deposit could then be charged on the cans and refunded on return. Cans are far easier to handle and they can be tossed into a bag without any chance of getting broken. Bottles are much harder to handle. Something has to be done from the legislative point of view to overcome this problem, which is growing every year.

Then we come to the milk bottle aspect. The Minister for Agriculture keeps on telling me that the best way to dispense milk is by the returnable bottle. The economics of this system are supposed to be better than with other methods. If this were so I should think that the highly competitive market in a place like Denmark—which handles considerably more dairy produce than we do, and which has to operate on a far smaller margin because of competitors—would adopt the means of disposal which would be the least expensive.

As I have indicated before, that country uses disposable plastic containers and the pint of milk is sliced off like a piece of sausage. It is able to be thrown onto a person's verandah without the possibility of breakage.

I think I mentioned previously that in the television feature on the Common Market these containers were coming off a machine and a 14-stone man stood on them with no chance of their breaking. This is the sort of container that we could have. When they are finished with, they can be disposed of in a bin. If this procedure were adopted, we would not have a milk vendor dropping a crate of bottles in the middle of the night and everyone for a half a mile around waking up and wondering what was wrong. Of course, when they realise they go back to sleep. However, one of the more noble citizens, or the one in front

of whose driveway the broken bottles finish up, has to spend the next two or three days gathering up glass.

This sort of thing is to be avoided and it is time we gave the lead by doing something about it. If the Danish system is a cheaper way—and I say it must be—it should be examined by the Milk Board and set into motion instead of continuing with the present method. It would not be a cheaper method, of course, if we were still to have bottles, packets, and that sort of thing as well. There must be one method of dispensing milk if it is to be made economic. As I have said, this is the sort of thing we could look at.

I am still not satisfied with the amount of research and liaison which this State Government has had with the Indonesian Republic as to the possibilities of establishing markets with their untold millions of people. We seem to know all about markets in Japan and now we even have an office in Japan, which is more than twice the distance of the Indonesian market. It is true that Japan is more westernised and probably more affluent because of its western ideas than is Indonesia. However, like all the Asian countries, Indonesia is an emerging nation and I consider it is time to cultivate the Indonesians as a market for our meats; produce, including grain; and, indeed, for a dozen and one other things.

It is true we would strike financial problems but they are never impossible to overcome. If we could supply under some arrangement—possibly some deferred banking payment or an international agreement—once the markets had been established we would find we would be able to maintain them in the future on a reasonably profitable basis.

We must look for closer markets if we are to develop the Kimberley area. We must not be in a situation where, perhaps, because of over supply, or pressure from producers in the United States, our only market for beef is suddenly cut off. We must have some market for a continual supply of our products. To my mind the Asian countries, which are not altogether suitable for the production of protein products such as beef and other meat, are the ideal market.

Possibly we could make great friends and great trade allies, and we would have something to be proud about in the years to come if we could co-operate in some form of trade.

Earlier this year I asked questions with regard to what trade had taken place between the two countries. Very little is exported to Indonesia, except a few pieces of machine gadgetry and that sort of thing. On the other hand, Indonesia sends a considerable number of products to Western Australia, including aviation fuel. In fact that country sends products which most people would not generally realise, and

this is a drain on the economy. The balance of payments between Indonesia and Western Australia is very much in Indonesia's favour at this stage. This position should not be tolerated indefinitely.

We should be able to reach the stage of arranging for some regular liaison and, perhaps, regular visits between the two countries. I do not know whether any Minister from this Government has completely looked at the Indonesian situation at any time, but I doubt it. Members of the Government seem to have gone further afield. Probably some form of delegation would be desirable which could have a really good look at the situation. We should not just take the advice of some business executive who goes to Indonesia and says that it would be uneconomic to export to that country and that we should give the idea away.

Mr. COURT: We have had three in a year, and three are going this year. I subscribe to everything the honourable members says on the point. However these are very carefully planned groups of people who undergo training classes before they leave in order to absorb the background of Indonesia. For the first time this year they will be going out of Djakarta into the islands where there is a lot of provincial development.

Mr. JAMIESON: This may be so. What the Minister does not appreciate is that, ultimately, trade with Indonesia will be on a political basis and not, altogether, on an economic basis, although we want to balance it in that direction, too. Primarily it will be found to be a political trade which must be developed between the Parliament here and the Parliament of the Indonesian Republic. There must be some way out. We are not going to get much consideration from the Commonwealth on such a project, because there would be too much competition from people in the Eastern States. If we cause those elsewhere in Australia to become too interested in the idea, we know what will happen. We are continually outbid on these matters and finish up as only a secondary consideration. If there is a little bit over we get it.

Mr. COURT: We are making more progress at the moment along the lines suggested by the honourable member than we have ever done before. We had a hiatus for four years under the Sukarno regime when we could not get in, but now under Suharto, we are in.

Mr. JAMIESON: I realise the Minister for Industrial Development was not Sukarno's best friend, because the Minister had rather a bad experience there. I recall his telling me that the Indonesians were not too keen to allow him to look at Parliament House because they thought he was a security risk. I could not go that far in my wildest imagination. However

this is one of the queer quirks of these people. They are an emerging nation and doubtless, suspicious of Caucasians generally, because of the poor deal they had over the years under imperialistic conditions. This condition has built up over many years.

Possibly in taking the action of getting rid of the Dutch engineers and people with other know-how the Indonesians did themselves a lot more damage than they would have done had they been more tolerant and changed over at a slower pace. However we cannot do anything about what has happened; but, at least, now, we can try to do something with them.

Indonesia is so close to Western Australia that, almost every year we find a few Indonesians are washed up on our shores in the north and have to be taken back to their islands. These people are usually restricted in their knowledge of the world, and mostly they do not even know Australia exists until they are found. It would be regrettable if we could not be of greater assistance to bring them forward.

Members will have noticed that earlier on I asked a number of questions regarding the Tropic of Capricorn. This will show how we can become involved in governmental cost. Maybe I am as much to blame as the Government, but I think the Government is more to blame on this issue. I asked questions of the Minister whom I thought would be responsible, but he said that he did not know and was not able to obtain the information.

When another Minister has obviously obtained the information from a department under his control, surely the question should have been addressed to that department instead of a series of questions having to be asked, until someone finally stumbles on to the answer after putting many people to a great deal of trouble and after money has been spent on research to have the information made available.

It was a simple question. It was dealing with the definition of an electoral boundary which was not clear. Strangely enough, our electoral commissioners are the ones at fault in this regard; because, as early as 1935, they were told not to use the Tropic of Capricorn to define an electoral boundary, as it is not in a fixed position. The Government was also advised not to use the tropic as a local authority boundary because it is not in a fixed position. Therefore, if anybody is to blame for the cost that may have been involved in conducting research to obtain the answers to my questions, the electoral commissioners would at least have to accept part of it. I hope that in future redistributions the commissioners will forget about the Tropic of Capricorn. In fact, they should forget about all parallels because we know that not only the Tropic of Capricorn moves,

but also all other parallels move, because of the earth's gyrations at various times. Whilst they do not move a great deal, it is far better to have properly defined trig points or other points that can easily be established as a boundary rather than use the Tropic of Capricorn or other parallels.

However, from all the replies I received I could not obtain the information I was seeking; that is, whether the Tropic of Capricorn moved and, if so, at what rate, and I am indebted to the Deputy Leader of the Opposition who, after having seen a Press article, adopted a procedure different from mine. Instead of involving the Government or the State of Western Australia in any expense to ascertain the information, it involved the Governments of South Africa, Brazil, and other places in expense to make research through their embassies, and finally the answer was discovered. It would have been a good question to give to obtain a university calculation. The answer was that the movement of the Tropic of Capricorn is towards the north at the equivalent of one foot on the ground per week.

This was the final answer to my question which no doubt could have been given much earlier, but during the course of the prolonged series of questions and answers on the subject the answer did come up. This information is accepted internationally in other countries of the world to determine where the boundary is at any given time during the course of its movement. For what it is worth, it has been ascertained that it is travelling north, and I think the Acting Chief Secretary indicated it would continue to go north at its present rate until 11,000 A.D. So it will be going north for a long time yet.

Mr. Burt: It might be going north a bit faster since last Monday.

Mr. JAMIESON: That could be true. I would now like to raise the matter of the State Housing Commission placing restrictions on applications for homes because of income limitations. The Minister has clearly indicated in this House that we are one of only two States which impose limitations, and I believe they are undesirable. It is true that at present we cannot accommodate those people who require State houses. However, I am doubtful whether we should impose the limitations we do on those who are seeking homes, merely because their income may be too high.

The only income that is taken into consideration when establishing such a condition is the income of the applicant-breadwinner. If he is earning only a few cents less than the maximum and his wife is also regularly employed, he is far better off than the man whose income is over the limit by, say, \$5 or \$6 a week and his income represents all the income that is coming into the home. Therefore, those

people who have limited money are being penalised and are forced to look somewhere else for accommodation.

There are many people, however, who need assistance, but who are debarred by this income limitation, and among those are tradesmen who, in their occupation, are often watching homes being built for the State Housing Commission but who are not eligible to be allotted one, regardless of their circumstances, because their income is above the limit imposed. Members of the Police Force and waterside workers also come within this category.

I suggest we should remove all restrictions as soon as possible, even though it might add to the list of those people who are still waiting for a home. They will have to wait for a longer period than those already on the list and, of course, some will fall by the wayside, as is usually the case. Those who wait long enough and those who can justify that their circumstances warrant their being granted a State Housing Commission home will certainly become eligible for one when homes become available.

I understand that in some States the amount of income coming into the home is of no consequence. The amount could be \$1,000,000 per week. If a person is prepared to wait his turn to be allotted a State Housing Commission home—if he wished to follow this course because of some quirk of the mind—it would not matter how much he earned. This is possibly a better way to allocate State Housing Commission homes than by placing a limitation on income, because those people who are rendered ineligible become very sour with the community in general, and the Government of the day in particular, because of the limitation that is imposed.

Manned school pedestrian crossings have become a very grave problem in my district. I have been prevailed upon by the P. & C. associations in Kewdale, Cloverdale, Belmay, and by several convents in those districts, to have more manned school crossings installed on the roads. For some peculiar reason the Education Department seems to find it convenient to have part of the boundary of the school area on each side of a major road. This is always a problem.

Once this is established and an industrial area begins to grow in the same way as the Kewdale-Welshpool industrial complex has grown during the past few years, considerable difficulties arise which cause worry for the parents and problems for all those associated with the conduct of schools. If this practice is to continue, one of the salient features in establishing school boundaries should be the immediate provision of manned pedestrian crossings for the welfare of children attending these schools, and more particularly for those attending the primary

schools. By the time they reach high school standard they are fairly capable of looking after themselves.

Even so, because of the large number of young children who are required to cross major roads such as Hardey Road, Belmont Avenue, and others, there are some places where it is most desirable to have manned pedestrian crossings to ensure that the possibility of injury to any pupil attending school is kept to the minimum. Because the State Government Insurance Office carries a great deal of the responsibility associated with the provision of such pedestrian crossings, we should ask that office to make some provision towards the cost of their installation, even if it is necessary to increase slightly the premiums payable for insuring school children on policies issued by the State Government Insurance Office, and indeed on those issued by other insurance companies. We could provide for the insurance policies taken out on school children to be taxed accordingly. We should place a responsibility on those companies at least to provide some of the cost necessary to install manned school crossings.

If that is not done we will fall further behind, and local communities will be faced with further worries as to how to look after the children concerned. We will have people beginning to interfere with the functions of the police and others will be taking matters into their own hands and accepting the responsibility for seeing the children cross the roads in safety. This should not be the case in this day and age. If we plan schools where it is necessary for children to walk across major highways then we should ensure that the crossings are manned. This will help minimise the problem.

During the last grievance debate I made reference to the R.A.A.F. using Vampire jets at night. When we were told by the Government that the airport was to be developed in its present position it was never envisaged that it would be used as an R.A.A.F. training base. Had this been known there would have been a far greater outcry at the time. I daresay it is necessary for this type of training to continue, and I notice that in answer to a question asked by my colleague, the Premier suggested he should direct his inquiries to the Federal Minister concerned. This may be so, but I think we are entitled to ask the Government to make a protest in this matter.

As far as I am concerned the recent noise about which complaints have been made has only been a temporary feature, but the high-powered jets used by the United States authorities make considerably more noise than do the commercial planes. I believe, however, that they have now left. I understand that the planes they were flying were Boeing 154 jets such as were being used for the Apollo project.

If we are to have these projects, then temporary inconvenience must, I suppose, be expected and endured. Depending on the conditions that prevail, commercial aircraft also make a considerable noise at times; but at least the noise they make is of a temporary nature—they pass overhead and are gone. It is understandable that people should object when the R.A.A.F. start shooting the place up and generally billy-goating around for several hours at a time. The people get no peace and they are entitled to get hopping mad.

What distresses me, however, is that the people concerned take it out on me, as the member for the district. They ring me up at all hours, and if I am not at home, they ring my wife up and complain. This goes on all the time. When I explain to them—as was suggested by the Premier—that they should refer their complaints to Canberra, it seems to provide no solace to their problems; they merely think I am passing the buck.

The Premier should take this matter up with the powers that be. If these exercises are to be carried out, surely it would be possible to provide these people with an airstrip on a piece of land, possibly off the coast of Western Australia. I would point out that most of the complaints that have been made are fully justified.

I would like now to again mention the question of fruit fly and the local baiting schemes which exist around the metropolitan area. I have in mind one particular case which to me was rather an unfortunate occurrence. This was due to the efforts of the State Housing Commission which, after having erected some flats in East Belmont for the old people, proceeded to plant a lemon tree in the garden.

This was all right until the Shire of Belmont, following a decision taken by the ratepayers, decided that it would carry out a foliage baiting scheme. These schemes are rather expensive. I have a few fruit trees and there are times when I have to look twice at the bill when it arrives.

The people to whom I refer have, however, one solitary lemon tree which has never flowered, let alone borne fruit. I do not know the reason for its not having borne fruit; it is possible that it has been placed too close to other shrubs and trees. Nevertheless the people concerned have been receiving a bill from the local council for \$1.50 for the baiting of this single tree.

With the quantities of lemons available at the moment, members will appreciate just how many these old people could buy for \$1.50. They are naturally irate about the whole matter. Pensioners do not usually have a great deal of extra cash and finally they get to the stage of disregarding notices, and so on, and the member for the district is then brought into the picture.

I have been concerned about the plight of these people, because they are not in a position to cut down the tree since they do not own it; it is virtually the property of the State Housing Commission which disclaims all responsibility for it. Although there are no clearly defined fences, each occupant is responsible for a certain section around his home and, if there is a fruit tree in the area, it must be registered as an orchard with the Department of Agriculture. If this is not done they face the possibility of further fines. I do feel that in a case like this there should be some form of exemption. There must be some way to overcome this problem other than placing a heavy impost on pensioners in these particular areas.

I would now like to refer to the activities of the Main Roads Department. From the figures associated with the Auditor-General's report, and other figures which are available in connection with the Main Roads Department's report, it would appear that of all the departments the Main Roads Department has the greatest amount of money to spend.

I think it is high time we had a look to see just where the department is going with its expenditure, particularly when we realise that it has negotiated the purchase of air space for \$500,000, together with the purchase of other properties at very high figures.

Because of its procrastination in determining what would be a reasonable figure to pay the people who own a property on the other side of the railway crossing at Rivervale, the entire project was held up. This is too silly for words. The department has the power to resume the land it requires; it knew how much it required, but because it could not make a decision and come to an arrangement with Mr. McDonald, the whole matter was held up. Finally, however, the department paid the price which was asked by McDonald.

As I have said it is quite ridiculous. The matter should have been handled in the same way as resumptions are carried out with other property owners. If they do not like the proposition put to them the people concerned should go to arbitration. When it comes to roads, however, the people are usually more amenable; they know that the roads must go through.

But where any particular person holds up negotiations, and the work that is to be undertaken, the Main Roads Department should just go in and say, "We have got to go through and these are the initial terms." The department should proceed to argue on that basis. This is the basis which is employed by the Railways Department and other departments.

The DEPUTY SPEAKER: The honourable member has another four minutes.

Mr. JAMIESON: The Main Roads Department should adopt the same attitude and negotiate on that basis. If, for instance, the area of air space had been acquired by resumption after negotiation with the Swan Brewery Co. Ltd., it would certainly not have been valued at the \$500,000 I mentioned. That figure is ridiculous, and I suggest we watch this matter very closely.

There are other matters which I shall mention when the votes are being dealt with, particularly the vote of the State Electricity Commission. This instrumentality is hiding away more and more money each year, and it has been criticised more and more by the Auditor-General for doing so. It is high time something was done about that.

I conclude by asking you, Mr. Deputy Speaker, to confer with the Speaker in respect of the matters I raised concerning the new Standing Orders, so as to get away from slavishly following the English traditions. Western Australia has established its own traditions in respect of Standing Orders and procedures.

Debate adjourned, on motion by Mr. Brady.

House adjourned at 9.51 p.m.

Legislative Council

Tuesday, the 22nd October, 1968

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

BILLS (6): ASSENT

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

1. Medical Act Amendment Bill.
2. Trustees Act Amendment Bill.
3. Justices Act Amendment Bill.
4. Education Act Amendment Bill.
5. Local Government Act Amendment Bill.
6. Motor Vehicle (Third Party Insurance Surcharge) Act Amendment Bill.

QUESTION WITHOUT NOTICE

TRAFFIC ACT AMENDMENT BILL

Tabling of Papers

The Hon. F. R. WHITE: May I have your permission, Mr. President, to ask a question of the Minister for Mines without notice?

The PRESIDENT: Permission granted.

The Hon. F. R. WHITE: I desire to ask the Minister for Mines whether or not it is his intention