

Legislative Assembly

Wednesday, the 8th August, 1979

The SPEAKER (Mr Thompson) took the Chair at 4.30 p.m., and read prayers.

HEALTH: CHIROPRACTORS

Registration Board: Petition

MR HODGE (Melville) [4.33 p.m.]: I have the following petition which contains 102 signatures—

We, the undersigned citizens of Western Australia do herewith pray that Her Majesty's Government of Western Australia will act to rectify the ludicrous and iniquitous situation that has been created in our State in respect of the practise of Chiropractic.

At present, due to inadequate and outdated legislation a group of American trained Chiropractors have control of the W.A. Chiropractors Registration Board and are prohibiting highly skilled Australian trained Chiropractors from practising in Western Australia.

Swift decisive action by the Government is needed to provide a measure of justice and equity for the Australian trained practitioners and the opportunity for the public to have access to a superior standard of Chiropractic health care at a fair and reasonable price.

Your Petitioners therefore, humbly pray that your Honourable House will give this matter earnest consideration and your Petitioners as in duty bound will ever pray.

The petition conforms with the Standing Orders and I have certified accordingly.

The SPEAKER: I direct that the petition be brought to the Table of the House.

See petition No. 79.

TRAFFIC: PEDESTRIAN OVERPASS

Albany Highway: Petition

MR BATEMAN (Canning) [4.34 p.m.]: I have the following petition—

We, the undersigned residents in the State of Western Australia, do herewith pray that Her Majesty's Government of Western Australia will instigate an immediate inquiry into the pedestrian traffic hazard which exists near the Carousel Shopping Centre,

Albany Highway, Cannington, with a view to providing an overpass.

Your petitioners therefore humbly pray that your honourable House will give this matter earnest consideration and your petitioners as in duty bound will ever pray.

This petition bears 3 463 signatures and I certify that it conforms with the Standing Orders of the Legislative Assembly.

The SPEAKER: I direct that the petition be brought to the Table of the House.

See petition No. 80.

RAILWAY: FREMANTLE-PERTH

Closure: Tabling of Papers

MR RUSHTON (Dale—Minister for Transport) [4.35 p.m.]: Yesterday I promised to table papers relating to the survey carried out by the Friends of the Railways. The one I have here is a summary assessment of the FOR reports on an alternative rail and bus policy for the Perth-Fremantle corridor prepared by the Director General of Transport in consultation with the Commissioner of Railways, the Chairman of the MTT, and the Commissioner of the Main Roads Department. It is signed by Mr Knox.

The second paper I have is the Westrail assessment of the electrification of the suburban railway passenger operations, signed by Mr McCullough.

The papers were tabled (see papers Nos. 266 and 267).

QUESTIONS

Questions were taken at this stage.

STANDING ORDERS SUSPENSION

Bills: Motion

SIR CHARLES COURT (Nedlands—Premier) [5.23 p.m.]: I move—

That so much of the Standing Orders be suspended as is necessary to enable Bills listed in the following schedule to be introduced, without notice where necessary, and to pass through their remaining stages in one sitting, to enable messages from the Legislative Council to be taken into consideration on the day they are received, and to enable the aforesaid business to be entered upon and dealt with before the Address-in-Reply is adopted.

THE SCHEDULE

Pensioners (Rates Rebates and Deferments) Act Amendment Bill

Police Act Amendment Bill.

Valuation of Land Act Amendment Bill.

Plant Diseases Act Amendment Bill.

I should like to add that the words used in the motion are the formal words normally used. I doubt whether it will be necessary to use them in the literal sense. However, if it is intended that action should be taken in accordance with the form which has been set out, consultation with the Opposition will take place.

Members will appreciate the significance of at least three of the four Bills involved. In the Pensioners (Rates Rebates and Deferments) Act Amendment Bill we are endeavouring to find a way in which we can overcome the purple titles. The situation in regard to deferment is very difficult and drafting is proving to be rather elusive. Nevertheless, I am sure members will appreciate when the Bill is introduced that proper efforts have been made to find a solution, even if it is a partial one only. The provision regarding rebates will be easier to handle.

There has been a great deal of controversy about the Police Act Amendment Bill and my understanding is it is the wish of most people that the amendments be introduced and passed as soon as possible.

The aim of the Valuation of Land Act Amendment Bill is to correct a difference of opinion regarding a legal interpretation. It concerns action which was or was not taken as the case may be.

I am told by my colleague, the Minister for Agriculture, the Plant Diseases Act Amendment Bill sets out to correct a situation where a difficulty has arisen in connection with fruit-fly baiting schemes that apply to more than one authority. It may be that it will be necessary to deal with that matter quickly for various reasons which will be explained.

However, the reason the motion has been placed on the notice paper is that if the Address-in-Reply should continue longer than is expected at least these Bills can be dealt with. That is the reason there is a specific schedule.

MR DAVIES (Victoria Park—Leader of the Opposition) [5.26 p.m.]: In the spirit of sweet co-operation, the Opposition does not have any basic objection to this move. I have noted that the Premier has said that although it is necessary to use certain wording to comply with the Standing Orders of the Legislative Assembly, it is not his intention, unless there is some extreme emergency, to take advantage of what could be done as a result of the wording of the motion.

Therefore, I presume the Bills will be dealt with more or less in the usual way with possibly the third reading being taken on the same day as the second reading is completed, if that is necessary, and if there is no need for the matter to be given further consideration.

With that understanding I am pleased to say we do not oppose the motion. I appreciate also the reasons the Premier has given that these four Bills should be dealt with rather quickly.

However, I should like to mention at this stage that it looks as if sloppy drafting might have occurred once again on the part of the Ministers involved. I blame the Ministers. I do not blame the departments. As I have said before, the Ministers and Cabinet have the final say. The various departments, including the Crown Law Department, do only what Cabinet or the Ministers instruct them to do.

At the same time I should like to seek a ruling from you, Sir, as to what would happen if the Address-in-Reply finished tonight or tomorrow. Would this mean that there would no longer be any need for this motion, because it seeks to allow these Bills to be dealt with before the Address-in-Reply is adopted?

Should the Address-in-Reply finish tonight, I presume there will be no need for this motion, and the four Bills listed will be dealt with by the House under the existing Standing Orders. I presume that to be the case, but I ask you, Sir, for a ruling on the matter.

Speaker's Ruling

The **SPEAKER**: In response to the question asked by the Leader of the Opposition, might I say that once the Address-in-Reply is completed Bills on the notice paper will be dealt with as the House decides and the order of business is decided each day by the Leader of the House. It would be his prerogative to deal with the Bills as he sees fit.

Debate Resumed

Mr DAVIES: My understanding of your ruling, Sir, is that all the Bills would not be dealt with in one day as can occur as a result of this motion. We appreciate fully the reasons for the motion and we are quite happy to co-operate with the Government.

SIR CHARLES COURT (Nedlands—Premier) [5.29 p.m.]: I feel I should reply and, in deference to you, Sir, point out, so there is no misunderstanding, that the strict interpretation of the provisions of the motion is that they will apply after the Address-in-Reply has been passed

except that the last part will no longer have any relevance. I mention that to avoid any misunderstandings later, because, as a result of arrangements at the time or to concur with the will of the House, it may be desirable that some of these Bills should be dealt with quickly in view of their import.

It may be that we would want to avail ourselves of the first part of the motion for a measure such as the Pensioners (Rates Rebates and Deferments) Act Amendment Bill. So, I do not want any misunderstanding about it.

Mr Davies: If I could interject, I think the Speaker has just ruled the other way. Perhaps we should give him a chance to explain.

The SPEAKER: Order! I ask the Premier to resume his seat. I gave what amounted to a reaction to a question asked in a fairly casual way by the Leader of the Opposition. In view of the submission now made by the Premier, I indicate that I will give the particular matter some thought and give a considered opinion at a later stage. The Premier.

Sir CHARLES COURT: That is appreciated. As far as I can see the situation, it will be purely of academic interest because in practical terms I expect most members would want to see the Bills in the schedule out of the way as quickly as possible. However, I want to emphasise that my understanding is that it will be purely of academic interest, but it may have some practical application in that all the provisions of the motion would apply except the last part which, for practical reasons, would have no significance if the Address-in-Reply has been passed.

Mr Davies: It is left to the Speaker to give a ruling now. We both have our own opinions.

Question put and passed.

BILLS (6): INTRODUCTION AND FIRST READING

1. Salaries and Allowances Tribunal Act Amendment Bill.

Bill introduced, on motion by Sir Charles Court (Treasurer), and read a first time.

2. Police Act Amendment Bill.

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

3. Censorship of Films Act Amendment Bill.

Bill introduced, on motion by Mr O'Neil (Chief Secretary), and read a first time.

4. Acts Amendment (Post-Secondary Education) Bill.

Bill introduced, on motion by Mr P. V. Jones (Minister for Education), and read a first time.

5. Stock (Brands and Movement) Act Amendment Bill.

6. Honey Pool Act Amendment Bill.

Bills introduced, on motions by Mr Old (Minister for Agriculture), and read a first time.

FISHERIES ACT AMENDMENT BILL

Second Reading

MR O'CONNOR (Mt. Lawley—Minister for Fisheries and Wildlife) [5.37 p.m.]: I move—

That the Bill be now read a second time.

The main purposes of this Bill are to amend the Fisheries Act to incorporate certain recommendations made by the South Coast Parliamentary Study Committee which was appointed by this Government to investigate and report on aspects of the fishing industry; up-date penalties provided in the Act; to make adjustments for loss of impact resulting from inflationary trends; modify the extent to which the application of the Act applies to Aborigines; to provide confidentiality of information supplied by fishermen and fishing companies under existing statutory requirements; recast the provisions applying to the automatic cancellation of boat licences where accumulative offences have occurred; and changes to other minor procedural matters.

I would like to express my appreciation to the South Coast Parliamentary Study Committee. The committee carried out its investigations over a long period of time and submitted a comprehensive report.

The South Coast Parliamentary Study Committee, in its report, recommended that—

- (a) The control over coastal fisheries inlets and river fisheries presently exercised by the Shire of Gnowangerup should not continue and for the sake of consistency and effectiveness in management policies should revert to the Department of Fisheries and Wildlife.

- (b) All licences and other authorities issued by the Shire of Gnowangerup should from a forward date, not less than six months in advance of announcement, cease to be effective and be replaced subject to the usual discretion and control of the department.

The shire gained control of these waters with the passing in 1938 of amendments to the Fisheries Act and the Local Government Act which allowed local authorities to introduce by-laws in respect of fishing in reserves vested in them. This dismembering of the State into separate control areas has caused considerable disagreement about the management of the Pallinup and Wellstead estuaries since that time.

The shire has exercised its authority to make by-laws including the setting up of a licensing system and fishing regimes, unconnected with those established under the Fisheries Act. These by-laws, although there is some conformity, vary considerably from the controls exercised by the Department of Fisheries and Wildlife with respect to estuarine fishing and have caused considerable embarrassment, particularly to amateur fishermen who have not been aware that there are two separate areas of control. Therefore in many ways two separate licences are required.

Ministers for Fisheries over the years have held the view—and I support that view—that control of fisheries within this State should be vested in a single body for the better management of the fisheries, the enforcement of the regulations, and the convenience of the public.

The South Coast Parliamentary Study Committee also recommended in its report that for the proper protection of the livelihoods of licensed fishermen the laws prohibiting the sale of fish by amateurs, and the enforcement of those laws, be strengthened by making persons who purchase fish from amateurs liable to prosecution.

The sale of fish by amateurs is a cause of constant irritation to professional fishermen in that it results in the diminution of their income and causes distortion and irregularities in the prices paid for fish caught, especially in the case of local area marketing.

The sale of fish by amateurs is illegal under the licensing provisions of the fisheries regulations. However, apprehension of offenders is difficult as actual transactions have to be sighted before convictions can be obtained.

Most of these sales are made with commercial outlets, other than processing establishments, and the proposed amendments to the Act whereby an offence is committed by fish shops, restaurants,

and the like which purchase fish from persons other than those authorised by the Act to sell them, will strengthen the control the department will be able to exercise over such transactions.

The South Coast Parliamentary Study Committee further recommended with respect to fish processing that the present provisions of the Act for the management of the establishment of processing plants be maintained, but that the right of appeal to the Court of Petty Sessions be deleted except where a question of law is involved.

The matter of appeals available under the Act against decisions of the Director of Fisheries to grant or not grant permits to construct or establish a processing establishment has been a cause of concern for some time.

The Fisheries Act at present provides for an appeal to a Court of Petty Sessions by any person aggrieved by an order or decision taken under part IIIB—processing establishments. This means that all manner of appeals proceed to a hearing by a magistrate. The matters raised usually relate more to Government policy than to legal correctness.

Decisions relating to the number and distribution of fish processing establishments are all part of the management process of the fishing industry and as such a final judgment on their issue should be made by Government and not a court of law. Wherever questions of law are involved, normal legal processes will be available to aggrieved parties.

On the recommendation of the Rock Lobster Industry Advisory Committee, the opportunity has been taken to update penalties under the Act which were last comprehensively revised in the mid-1960's. In updating these penalties, consideration has been given to changes in the Consumer Price Index, average male weekly earnings, and the average fish and rock lobster prices. Also adjustments have been made where necessary to avoid anomalies.

The rock lobster and prawn fisheries are lucrative industries, and temptation is high to engage in breaches of fishing rules. To provide suitable deterrents to those intending to engage in illegal activities by which large profits can be made, adequate penalties are necessary.

The Fisheries Act at present lays down that the provisions of the Act do not apply to Aboriginal inhabitants of the State obtaining fish for food in their accustomed manner. In current interpretation the term "Aboriginal" covers any person who lives as an Aboriginal and claims to be such, and the term "accustomed manner" for

taking fish" is understood to include using modern fishing nets and equipment.

Difficulty has been experienced by departmental officers in the field in that urbanised Aborigines aware of the above and knowing that they are exempt from prohibitions on fishing in closed waters, gear restrictions, and prohibitions on taking undersized fish, have been exploiting the situation. Departmental officers have not been able to take any action against them when they have been breaching the fishing rules because of the protection given to them by the Act.

It is believed that Aborigines in this situation should be subject to normal fishing rules, even though they remain permitted to take food sufficient for themselves and their families without benefit of licences. The changes proposed to the Act should accomplish this without encroaching on their traditional fishing customs.

Fishermen and fishing companies provide commercial catch and effort statistical returns, research log book data, and fish processing returns, both as required by the Act and on a voluntary basis.

Considerable pressure has been exerted by other agencies from time to time to obtain access to this information and fishermen constantly query the assurance given them that the information provided is private between them and the Department of Fisheries and Wildlife.

The implication of such doubts on the commercial catch and effort statistics could be serious. Fishermen need to be guaranteed confidentiality to ensure accuracy of figures supplied by them. The proposed provisions regarding secrecy of information supplied should give the fishing industry the assurance that it seeks.

The Fisheries Act at present provides that where a boat has on three occasions been involved in offences against the Act, the licence for that boat is automatically cancelled. This provision has acted as a deterrent against owners and skippers who might commit offences under the Act.

However, with the passing of time and the longer the life of the boat, the greater its chances of accumulating convictions. As it has passed from owner to owner, a new owner is subject to the risk of losing his livelihood where he has purchased a boat with two convictions already recorded against it, even though those convictions may have been obtained 15 years ago and he may never have committed an offence himself.

To remedy these anomalies it is proposed that the period for accumulating these offences be

restricted to 10 years. This will mean that after 10 years, the oldest conviction would be forgotten and forgiven and a new 10-year period would start from the date of the second conviction. It is also proposed that convictions accumulated by a boat shall be transferred to the new hull when a boat is replaced so that the fisherman committing the offence or offences will continue to have them attached to the boat he currently owns.

Machinery clauses also have been included in the Bill to revise the application of the Fisheries Act to equipment used by research workers, to require processors to purchase marron only from holders of commercial licences and to add clarity to the section which sets out the general penalty for offences under the Act where no specific penalty has been provided.

I would like to express my appreciation to the members of the committee who participated in the study many months ago. It has taken some time to bring some of these recommendations before the House and I hope each member will express his views and give the support indicated earlier.

I draw the attention of members to a Bill for an Act to amend the Local Government Act which will be introduced into the House in the near future, and is complementary to this particular legislation.

I commend the Bill to the House.

Debate adjourned, on motion by Mr Skidmore.

ACTS AMENDMENT (MASTER, SUPREME COURT) BILL

Receipt and First Reading

Bill received from the Council; and, on motion by Mr O'Neil (Chief Secretary), read a first time.

ADDRESS-IN-REPLY: THIRTEENTH DAY

Motion

Debate resumed, from the 7th August, on the following motion by Mr Shalders—

That the following Address-in-Reply to His Excellency's Speech be agreed to—

May it please Your Excellency: We, the Legislative Assembly of the Parliament of the State of Western Australia in Parliament assembled, beg to express loyalty to our Most Gracious Sovereign, and to thank Your Excellency for the Speech you have been pleased to address to Parliament.

MR WATT (Albany) [5.51 p.m.]: Mr Speaker, when the member for Canning rose to speak in

this debate yesterday he commented that it seemed a little strange to be speaking on the Address-in-Reply in the spring session, and I would have to agree with that. Quite frankly, I think we ought not be debating it at this time but I regard the fact that I am speaking so late in the debate as not being entirely my own fault. In fact, I had a speech prepared for some days before the end of the last sitting but I did not have an opportunity to deliver it.

I would like to make the observation that while there has been some criticism of the number of days Parliament has sat, it is my view that had those days been used a little more constructively the Address-in-Reply might well have been out of the way by now. I refer particularly to the number of amendments to the Address-in-Reply which have been moved by the Opposition. It is a perfectly acceptable and normal tactic for an Opposition of whatever political colour to move amendments to the Address-in-Reply within reason but I think we had something like eight amendments in the first part of the session and we began this sitting with another one yesterday.

Mr Davies: The Government should not leave itself so wide open.

Mr WATT: That is a matter of opinion and I do not agree with the Leader of the Opposition, of course. I made the suggestion two or three years ago, when the House was debating some amendments to the Standing Orders, that a much shorter time limit should be imposed on speeches to amendments to the Address-in-Reply. I suggested 20 minutes would be a more appropriate time than three-quarters of an hour but unfortunately my suggestion did not receive support from anybody else. I hope the next time the Standing Orders are amended I will receive some support when I make the same suggestion again. I am sure it will save the time of the House.

I want to speak about a number of matters, most but not all of which affect my electorate. The first matter concerns Government Stores. For about three or four years, I suppose, I have been seeking to have a branch of Government Stores established in Albany. I suggest it could well be a pilot project which would lead the way for other branches of Government Stores to be established in the main regions of the State. I think a move such as this could bring a significant number of tangible benefits with it; and I also acknowledge there could be some problems. In my opinion, a move such as the one I have proposed should be a joint effort with Government Stores and the Education Supplies Branch joining together for the purpose.

Mr Stephens: Did you see the Government's replies to the member for Mt. Marshall's questions today?

Mr WATT: Yes, I did. I believe it is time Government Stores and the Education Supplies Branch were amalgamated into one operation again. It may not be generally known that these two organisations used to be one, and I think there are some good reasons that it would be a good time for them to be amalgamated again. I understand one person who was largely responsible for separating Government Stores and the Education Supplies Branch is now Controller of Government Stores (Mr Brian Corboy). I have heard that, having had the benefit of seeing both systems operating, he has reached the conclusion it would now be an advantage to have both those organisations operating within one structure.

At present I believe the Education Supplies Branch is housed in leased premises at Kewdale and that the lease is due to be terminated in the near future, when the Government will be required to find new premises for the branch. It seems to me to be an ideal opportunity to bring the two organisations together.

Mr Davies: Could we include the railways as well, do you think?

Mr WATT: If the Leader of the Opposition listens for a while he will learn what I am proposing. I understand the owners of the building at Kewdale are not willing to renegotiate the lease, so something will have to be done. I urge that this proposition be looked at closely.

Another reason that the time is opportune for an amalgamation is that the Education Supplies Branch has until recently been under the control of Mr Barry O'Malley, who was seconded to that position from Government Stores and has now returned to Government Stores. I am not sure but I think he is the second in charge of Government Stores under Mr Brian Corboy. With the knowledge these two people have, it would be an ideal time to bring the two organisations together.

Yet another reason is that I am sure many savings could be effected by a rationalisation of this type. Obviously overheads could be reduced—not only reduced overheads of a capital nature such as the cost of building but also reduced costs through greater purchasing power by buying goods in greater quantities. No doubt many items are duplicated in both organisations, so the opportunity will be provided to buy greater quantities for one purchasing authority, and capital outlay in providing stocks of goods simply to sit on shelves will also be significantly reduced.

My proposal for a regional store would result in many additional advantages which would then flow to the suppliers of goods and services in the regions rather than exclusively to those in the metropolitan area. However, viability would be difficult to establish without a joint operation. I concede it is unlikely that Government Stores by itself would be a viable operation.

To answer the Leader of the Opposition's interjection, I envisage that all Government departments which could possibly come under the control of Government Stores should use the service. In some cases they do so now. It may well be that for reasons of practicality an organisation such as the State Energy Commission, which has a number of specialised pieces of equipment which it uses on a day-to-day basis, could not be involved with Government Stores; but items such as furnishings, stationery, and so on which are used on a day-to-day basis could be handled through Government Stores.

At the moment, suppliers of goods and services in the regions are quite sensitive about the fact that they frequently do not have the opportunity to tender for the supply of materials which are used in their own regions. Under my proposal there would be a saving in the cost of freight, telephone services, etc. However, the major, and perhaps the most compelling reason, is that we have a commitment to the people in the area to regionalise Government activity and decision-making wherever possible.

We have made substantial progress in this area, and here we have a real opportunity to provide many benefits to country people by taking this work away from the metropolitan area and putting it into the regions where it belongs.

I would like to make a few comments on our transport services, and particularly the way in which they affect Albany. Transport policies are always changing, and sometimes it is a little hard to keep up with what is happening. Recently the transporting of fish from Albany came under review. Action was necessary on this matter particularly as the Public Health Department indicated it was not happy that fish were being transported, sometimes in metal boxes and sometimes in wooden boxes which leaked. As the fish were packed in ice, frequently other goods were contaminated. Wool samples being sent to Perth for appraisal had been spoilt, and mail and other freight was affected. Westrail decided that fish should be transported in sealed containers to prevent this type of contamination.

The Leader of the Opposition entered this debate, and he made a number of emotive, and

scaremongering-type statements. He said that it was Westrail's intention to kill off the industry, and many people became worried as a result of his statements. Westrail never said that it would not cart fish. It said that there were problems, but it set out to resolve them.

Meetings were held locally and the opinion was that if it were possible, road transport would be better for carting fish. The Transport Commission and Westrail said they would be happy to agree to road transport if a system could be worked out. Although a number of people showed interest in the idea, a final plan was not forthcoming, and so despite the fact that the Leader of the Opposition stated in the Press that Westrail would stop transporting fish on the 1st May, it is still doing so.

The fishermen have had to accept the fact that some rationalisation is necessary. In fact, the fishermen had been receiving a good deal for quite a long period.

The Leader of the Opposition also criticised the Government for suggesting that fishermen should provide their own fish boxes. He said that the producers of wood chips, bauxite, and wheat, did not have to supply special containers for their produce so he could not see why fishermen had to do so. If the Leader of the Opposition checks on this I believe he will find that in fact many producers provide their own rolling stock, and where this is not done, the freight rate takes into account the cost of capitalising such specialised rolling stock.

On previous occasions I have made known both to the Minister for Transport and this House my views about the decision to withdraw the Perth-Albany passenger train service. This is a rather emotive subject at the moment, but the problem was quite different from that of the Perth-Fremantle line.

I would like to comment on the involvement of the Australian Labor Party in the presentation of petitions in respect of the Perth-Albany service. I criticised the way in which petitions signed by the people of Albany were presented to this Parliament. Petitions were circulated in Albany and they attracted some 3 000 signatures. A letter from a Mrs Lynch, the organiser of these petitions, appeared in *The Albany Advertiser*. In part she had this to say—

I have forwarded the petitions to Mr McIver, the shadow minister for transport, who visited Albany earlier this year and who is an ex-railway employee. My request is that the petitions be presented by Members of

Parliament who are known to support the rail system.

I have also asked the elected parliamentary representatives of this area in the Lower House to present some signatures, as I believe that something as important to the country as the rail system should be seen to be above party politics and I hope the petition will be accepted as such.

I know that the petitions were signed in good faith by a great many people, but I do not accept in good faith the comments appearing in that letter. The petitions were organised by the local branch secretary of the Australian Labor Party.

Mr Laurance: Surprise!

Mr WATT: I found a small number of petition sheets in an envelope on my desk in Parliament House one day. There was no message in the envelope, and I do not know who put it there. As I believed the petition was signed in good faith, I presented it to the Parliament. Some other members of this House presented similar petitions. The member for Ascot presented a petition bearing 421 signatures.

Mr Laurance: A great railway man!

Mr WATT: The member for Geraldton presented a petition bearing 438 signatures; the member for Avon presented a petition bearing 427 signatures; the member for Collie presented a petition bearing 228 signatures; and the member for Gosnells—a member who would be very much involved in the closure of this service!—presented a petition with 422 signatures.

Mr Carr: We all support trains.

Mr Stephens: You have not mentioned the member for Stirling.

Mr WATT: It appears to me that on such an issue the petitions should have been presented by the members who represent the residents of the area involved.

Mr Skidmore: It shows the wide area of concern the members over here have for all these things.

Mr WATT: Pure unadulterated rubbish.

If the organisers were genuine about the matter being above politics, as stated in the letter to the local newspaper, they would have asked the members who represent the area to present the petitions.

Mr Stephens: Some were sent to me which went astray, and I did not receive them until after the Parliament rose.

Mr WATT: From whom were they sent? I suppose they came from the same source.

Another aspect of the transport situation is the road versus rail argument which has engaged the attention of most of us for a long time, and especially those of us who are from the country. At times I find myself in sympathy with both sides of this argument. Obviously road transport has many advantages in some circumstances because of the convenience of the service it can provide. Road transport can provide a door-to-door service whereby a truck is simply driven up to a door, loaded, and driven to where the goods are to be taken. The truck can be taken straight to a warehouse and unloaded. On the other hand, goods sent by rail must be handled twice as much; and every time goods are handled the labour content rises which means the wages cost rises. In addition, the risk of damage or loss is increased.

The problem which faces us is that of keeping the rail service operating as profitably as possible; and every permit granted to enable goods to be moved by road means lost revenue to Westrail. Of course, that affects Westrail's viability. That is the dilemma in which we find ourselves.

There is no doubt that future policy will need to be reviewed most critically in view of the uncertain times ahead in respect of the cost and availability of petroleum products. I think most people would agree that a railway system is the best form of transport for handling large commodities and bulk commodities such as grain, super, wood chips, coal, and mineral ore.

When we consider smaller goods, Westrail is not as efficient as other forms of transport and, of course, rail transport requires a greater amount of handling than road transport, and therefore a greatly increased cost.

I would like to put to the Government that Westrail should be moving towards containerisation in respect of major goods depots where containers can be off-loaded. I imagine it would not be terribly difficult—although I confess I have not made a study of the matter—to install a loading ramp and gantry which would be capable of moving containers on and off flat-top trucks. I imagine the lifting gear would not be all that expensive in the overall scheme, and at the same time the use of simple flat-top rolling stock would be cheaper than providing covered wagons as at present.

Perhaps some enterprising contractor could develop a business by equipping a truck with hydraulic lifting gear, similar to that used by the trucks which handle waste disposal bins. In that way containers could be taken from the railway truck direct to the client and placed in his warehouse or yard. The goods could be loaded

and unloaded as the occasion demanded, and the container returned to the railway in due course.

I am sure Westrail would be most happy about this concept if the container were packed by the client and then taken direct to its destination and unpacked by the person to whom it was consigned, because it would be able to avoid many of the problems it now faces in respect of pilfering and damaging of goods.

As I mentioned previously, growing concern about the price and the availability of fuel in the future will inevitably see a move to the bulk handling of goods in containers.

Another matter in the same area is that of the handling of wool. In Albany we have a wool store. Ideally we would like to see wool leave Albany through the port, but unfortunately we seem to be at the mercy of the ship owners to a large extent, and a great deal of wool at present is loaded onto rail at the expense of the shipper and consigned to Fremantle, where it is packed into containers for overseas export. I find that hard to accept. I can understand why it is done, but try as I might I have not been able to come up with an acceptable solution.

One of the hopes of the future may well lie in the fact that the sale of wool is likely to be carried out almost entirely by sample, and all sales will be conducted at a central location. I hope that will result in freight advantages which will mean that more wool will be sent out through the Albany Wool Stores. It seems to me that wool is an ideal commodity to pack into containers. This could be done in Albany at the wool stores and the containers could be loaded onto rail trucks. This would create employment and revenue for the Albany Port Authority and at the same time it would increase employment opportunities in the town—a most important advantage.

Sitting suspended from 6.15 to 7.30 p.m.

Mr WATT: I wish to deal now with a number of other issues; however, I will not dwell on any of them at length. I refer firstly to the attempts by the Opposition to woo country electors. Many members will have seen the discussion papers put out by the Australian Labor Party; the one I have in my hand titled "Committee of Inquiry discussion paper No. 8" deals with electoral strategies for the ALP. The committee considered the stocks of the ALP on a State by State basis and came to the very fair conclusion that its stocks were low in Western Australia. It expressed the opinion that there was a need for policies to attract votes, particularly in country areas.

Mr H. D. Evans: If the 9 per cent swing towards the Labor Party in Tasmania applies in Western Australia, you had better consider what might happen in your own electorate.

Mr WATT: We will see about that. The party has done the right thing by its advisers and moved out to try to win support in the country.

Quite frankly, however, I believe that the motives of the Leader of the Opposition in saying the things he has been saying in his occasional country radio broadcasts on Sunday nights have not been born out of a genuine desire to help country people.

Mr Skidmore: I do not think you can see any good in anybody, including yourself.

Mr WATT: I can see some good in the member for Swan; he happens to support the best football team in Western Australia.

Mr Skidmore: That is not going to get you anywhere; I am not going to keep quiet because of that.

Mr WATT: The carrot-dangling policies of the ALP, with its promises of equality in the funding of community recreational and cultural facilities—

Mr Carr: Is that a bad idea?

Mr WATT: No, it is not. In fact, the then Leader of the Opposition dangled that carrot in Albany in 1977. An article was printed in the local newspaper under the heading "ALP leader promises support for hall in town".

Mr O'Neil: That would be Drummer Hall.

Mr WATT: That promise did not appear to do the then Leader of the Opposition any good. The point is that it was also an election undertaking of the Government at the last election; we too undertook to provide some form of financial assistance for the establishment of these types of facilities in the country. Since that time the Government has introduced a new policy wherein it will fund up to a limit of \$750 000 the building of cultural and recreational centres. The member for Geraldton well knows about this.

Mr Carr: It was probably my speech in Albany which led to the Premier adopting that policy.

Mr WATT: The local council in Geraldton is to be the first to take advantage of this offer, and I commend the people of Geraldton for their initiative. I hope Albany will be the second town to take advantage of it.

Mr Sibson: Bunbury will win by a short half head.

Mr WATT: What the ALP has not said about equality is its desire for so-called electoral reform.

If members opposite were ever to win government, the first thing they would do is to reduce the country vote so significantly that it would be roughly halved; that is what they are really after.

Mr Laurance: They would give them a hall and take away their member of Parliament.

Mr WATT: Perhaps one of the reasons the people of Western Australia did not accept the carrot dangled by the ALP before the last election was the very nebulous manner in which the proposal was presented. For example, when the ALP talked about providing financial assistance, it said that it "could" take the form of a grant on a dollar-for-dollar basis and that it would "give consideration" to some other method of financing its proposal. It was not specific in what it offered the people. The Opposition occasionally is very critical when changing circumstances prevent the Government, whether State or Federal, from carrying out its stated intentions. However, the Opposition failed to state its intention two years ago and the people saw through it.

I wish to comment now on the building industry. Most people would be aware that the State has been experiencing a building slump. Fortunately, this has not been the case in Albany; in fact there has been a boom in the building industry in that region to the stage where the industry is now quite buoyant.

In the financial year 1977-78, the Albany Town Council issued building licences to the value of \$9.9 million, while the Albany Shire Council, which surrounds the Albany town, issued building licences to the value of \$7.5 million, a total of \$17.4 million. In the 1978-79 financial year which has just ended, the Albany Town Council issued building licences to the value of approximately \$20 million, which was roughly double the value of those issued in the previous year, while the Albany Shire Council issued licences to the value of about \$7 million, which was about the same as the preceding year, a total of approximately \$27 million.

However, this tended to attract many builders from outside the town to compete for the building contracts within the Albany area. While in some ways there may be advantages in that for the property owner who is obtaining quotes for building work, it does not necessarily represent an advantage to the community as a whole. The Perth builders coming down to Albany are really chopping their prices as low as they possibly can in order to win contracts because most of them have financial commitments in regard to their machinery and vehicles and, hopefully, to any

apprentices they may be committed to keep on. These builders are coming down to Albany and winning building contracts, and this is placing in jeopardy the future of some of the local contractors.

My concern is that in many cases these builders buy their materials in Perth where, generally, they are cheaper. Quite often they use road transport facilities to bring these materials to Albany in a fairly clandestine manner in the dark of night. This saves them freight charges and at the same time costs Westrail revenue. In many cases they use Perth subcontractors, some of whom tow their caravans to Albany and camp on the site. They bring their provisions and materials with them, and work from daylight till dark. Therefore, it does not benefit the local community at all. Often there will be a group of two or three fellows working as a subcontract team. They do not engage any apprentices and all in all, it is not doing Albany any good.

For some years, the Government has had a policy of preference to local tenderers for contracts issued through the Public Works Department. However, the original limit of \$20 000 on such contracts remains in force to this day; it has not been amended to keep pace with inflation. I have made a request of the Government to give consideration to increasing this maximum to \$50 000, and I hope a decision will be made in the near future to raise the limit. Obviously, a maximum of \$20 000 no longer is realistic.

Mr Jamieson: Have no worries. You have my assurance that we will raise the maximum after the next election.

Mr WATT: It is nice of the member for Welshpool to offer, but I do not think he will get the opportunity.

I wish to deal now with this matter as it relates to the State Housing Commission. I have raised this matter with the Minister for Housing who advises me that consideration has been given to whether preference can be given to local builders. It has not been possible to find a reason for giving preference, because it is claimed—and probably reasonably so—that on the surface at least any advantage gained by being able to buy materials at a cheaper price in Perth could be offset by the lack of a requirement to provide accommodation and travelling expenses to workers. I have raised this matter with the Chamber of Commerce in Albany. The chamber has agreed to form a subcommittee of people interested in the building industry. The subcommittee will carry out a fairly close study of building costs in an endeavour to

discover where the real differences lie between building costs in Albany and those in Perth. There is no doubt that building costs are substantially higher in Albany.

One of the problems in relation to State Housing Commission building is that tenders are called in groups. Quite often builders who are very competent and experienced but not big in terms of capital and number of employees find it difficult to tender for these larger groups of houses. I feel that if there were fewer houses in each group of tenders, more people would be able to share in the work.

Another problem is that the SHC has a policy of "design and build". It was suggested to me recently that one firm quoted what it thought was a fairly sensible price for a group of houses. The principals of the firm were disappointed when they were beaten by what they claim was a much cheaper style of house in relation to the material and fittings used in it. Obviously the price could be kept down; but these houses are not known for always having the best tenants in the world. The houses have to be fairly durable. The policy of "design and build" is not good. Some sort of standard needs to be set in relation to the materials to be used. The SHC should give guidance to the tenderers.

On the question of contractors coming in from outside the town, the Albany Chamber of Commerce invited comment from the chambers at Bunbury and Geraldton. The chamber received a letter from a firm of builders in Bunbury. I will quote one paragraph of that letter as follows—

My firm feels very strongly on the matter and while we do not agree that a large financial preference should be made, preference should be made for those builders in a local situation employing local tradesmen and in many cases employing apprentices.

The letter continued by saying that in some cases builders had come in from outside the town, and when they left they owed money. It was claimed that some of the local subcontractors who had been employed had been embarrassed financially because they simply could not obtain the money from the out-of-town contractors.

I will now discuss another issue, which may be regarded by some as an emotional sort of thing. However, I consider it has a lot of merit. It deals with a road safety issue. Recently there appeared in the local newspaper in Albany a comment from the sergeant in charge of the road traffic patrol. At about the same time a letter appeared in the paper from one of the local doctors, (Dr Carol

Jeffs). I would like to read that letter with your indulgence, Mr Speaker. It is important to the argument I wish to develop, because they are not my words but the words of the writer of the letter. The letter is as follows—

I am sure that Australia is to be congratulated in pioneering the use of seat belts in motor vehicles for adults.

However, I feel both angry and horrified each time I see a child standing in the front seat of a car, while the driver is "well secured". Having had to deal with the remains of a child in the event of a sudden braking too many times in my career, I am disgusted that the country has been so lax in this respect.

This being the International Year of the Child, I feel that if parents are sufficiently negligent or short-sighted to think it will never be their child's blood that paints a windscreen, or the road beyond, that the Government should legislate on behalf of these children to ensure that they are properly restrained in a vehicle. In fact, Australia is now behind in its legal requirements for children travelling.

Some 3 500 children were killed or seriously damaged from this cause in the last year in Australia. These are 3 500 children to whom it need not have happened.

I appreciate that child restraints are expensive, need to be altered as a child grows, and are not automatic fittings in vehicles, but I feel a child's life is worth consideration and action.

I would urge anyone who really wants to do something for the Year of the Child and has the interest of their own or Australia's children at heart, to write to their representative in Parliament, asking for Australia to make it compulsory for children to be restrained in a motor vehicle, and requesting that the means to do so should be made cheaper, and brought to the attention of car designers in the future, so provision is made for easy fitting of restraints.

The tone of that letter may be regarded by some as a little emotive. Perhaps those people would not have been in the position in which Dr Jeffs may have found herself at times. The letter raises the interesting question of why it should not be compulsory to restrain children in cars, in the same way as it is compulsory for adults. When I see children standing on the front seat of a car I shudder. If there is heavy traffic in the area, it needs only one quick stop and the child could

finish up with perhaps a serious head injury. I commend that letter to the Government, and ask that it give serious consideration to the matter. I cannot see any reason that such child restraints should not be required.

Mr Stephens: Didn't you get another letter in reply to representations, along the line that consideration is being given to that report?

Mr WATT: No, I did not.

Mr Stephens: In West Germany children are not allowed in the front seats of cars. I think that is one matter for further consideration.

Mr WATT: I am sure there are all sorts of things that the Government will consider when dealing with this matter.

I want to conclude by discussing one other matter. The member for Canning made a comment last night in relation to the Minister for Health. That related to what is known as head lice, but what is more commonly known as nits. The proper name is pediculosis.

Mr Clarko: There would not be many members of the Opposition who suffer from nits.

Mr WATT: Earlier this year there was a major outbreak of this problem in Albany. It was not confined to Albany because there were outbreaks in Perth, in Geraldton, and in other places. Obviously there have been outbreaks in the Eastern States because I know of one school which had children come in from another State and when their heads were checked on their first day at school they were found to be suffering from the pediculosis problem as well.

While the epidemic of pediculosis was on, a number of problems arose. The first one related to the treatment of it, and with whom the responsibility rested. In the teachers' handbook at the schools—reference 10.03—it says that the responsibility rests with the local health inspector. It says that he should be told, and he should check out the problem. However, in a memo from the Director of Community and Child Care Services dated the 4th September, 1978, there is the comment that it is not the responsibility of the health surveyors, but that the school principal should contact the school nurse. In fact, the two school nurses in Albany—Sister Pager and Sister Weiss—were most helpful. They spent many hours—well above those which would be expected—in helping the schools to overcome the problem. The community health sister was obviously of the opinion that it was not her responsibility. In fact, in a memo from one of the school principals, the following was to be found—

Acute difficulties were experienced because of inability of other groups contacted by the Principal (i.e. Community Health Department, Community Welfare Department) to assist with the checking programme and problems associated with Aboriginal children. Following a Perth directive, Community Health sisters reversed an earlier statement—and spent the final half day at the school.

An amazing amount of time had to be spent by principals, teachers, and school nurses in coping with this problem. People at schools which were badly affected spent in excess of 100 hours on this problem, and I think members would agree that is a long time.

Another problem is in the treatment of these outbreaks of head lice; not only the provision of suitable medications but also their cost. One mother told me that a solution called A200 Pyrinate cost \$3.59 a bottle. It is not uncommon for a family to have three or four children and several bottles would be needed adequately to protect the family. Quite frankly, the people with three or four children are those who can least afford the \$3.59 a bottle when several bottles are needed.

The Government should look seriously at making these medications available at a very minimal cost, and subsidised if necessary when these epidemics occur. This could be done either through the schools, the local councils, or the community health bodies. Clearly it is a financial strain for quite a number of families. The time spent by teachers coping with the problem imposes an unfair and unnecessary interruption on normal school work, and the school sisters are inhibited in their ongoing health programmes in the schools.

In most towns there would be quite a number of retired nurses or married women who would welcome the opportunity for some casual work. They could be called in to help, even if it is only each morning for two or three hours, and so assist with the head checks. They could go into the homes and educate some of the mothers in how to treat the problem. The outbreak lingered in Albany for something like a month or more.

Mr Shalders: There is a treatment which involved the use of kerosene.

Mr O'Neil: With or without matches?

Mr WATT: Certainly there are a number of preparations about and these ought to be made available to families at minimal cost. The responsibility for treatment ought to be clearly defined so people in the schools will know just

what they should do when the problem occurs. I support the motion.

MR BERTRAM (Mt. Hawthorn) [7.53 p.m.]: Following the precedent set by the member who has just resumed his seat, I shall digress from my main comments to talk about football. I invite him and the rest of the populace of this State to go along to the Perth Oval on Saturday to see one of the greatest footballers ever to have played the game make his 400th appearance. He is an ornament to the game and a man who has developed skills to such a degree that many say he has no peer.

A Government member interjected.

Mr BERTRAM: My comments on football, like my comments on political matters, are always completely objective. Of course, the man's name is Barry Cable and, Mr Speaker, I am sure I will see you there on Saturday.

Mr Watt: Not if he sees you first.

Mr BERTRAM: In 1969, about a year after I became a member of this Parliament, I made a speech expressing concern about the problem of cigarette smoke and cigarette smoking. All those who have been in this place since then will remember that I have made one or two speeches on this subject, and it seems that there will be one or two similar speeches in the future.

In April of this year I made a public comment and I did not really anticipate the response which was forthcoming. I intimated then that it was my intention to do something about the pushing of cigarettes, which more wholesomely stated is the advertising of cigarettes.

It has been extremely encouraging to observe the tremendous amount of public discussion and debate which has taken place among responsible people since then. It has been debate of a very high order in my opinion. Therefore, it is not inappropriate that I should take this opportunity to mention that a draft Bill in respect of this matter has been prepared for presentation to this Chamber. If the rumour of an election in the very near future proves incorrect, there is a chance of the Bill being introduced and debated in this place.

The Bill will not be for the purpose of stopping people from smoking cigarettes. Those who have joined in the public debate to which I have referred and who have construed that to be the objective have misdirected their minds, because that was never my intention; and judging from the correspondence and the extraordinary volume of communication I have had from interested people, that is not their concern either. This is not to say they are overjoyed with people smoking

cigarettes, as people have that right, even if their decision in respect of it is ill-advised.

What the people who have corresponded with me are concerned about is not the stopping of people smoking cigarettes. They are concerned about doing all in their power to allow young people to make a decision not to smoke, and this is something completely different. What they are concerned about is the establishment of an environment which will enable young people to have a fair go in making their decision as to whether or not they will smoke. These people also are concerned, I believe, to give parents a little assistance in this regard, because those parents who like a little say about what their children will do are not very impressed by the heavy bombardment of their children's minds by trespassers into their households who take a different view and who have apparently rather less concern for people than they do for their pockets.

I recognise that the peer group pressures which are exerted upon young people today—and as I daresay they always have been—are very considerable, and to add to those pressures is not desirable. It has been argued to me that for one section of the community to prosper financially and healthwise at the expense of the health of others—or the death of others—is an un-Australian situation.

I should have thought that in 1979 it would not be beyond the bounds of our capacities to reach some form of consensus between the Government, people who are concerned about health, and those whose all-transcending desire is to maximise their incomes regardless of the cost to the nation in terms of its health.

It is all very well to have such campaigns as the "Year of the Child" and "Life. Be in it", but they have an extremely hollow ring when actions which should be taken to advance such causes are not in fact taken.

Apparently the Government believes its stocks have reached such a low ebb, with an election pending, that Government candidates are already plying people with the proposition that they care about their welfare. Recently people have witnessed a number of promises and expressions of hope on the part of the Government which rarely come to fruition. What people expect from politicians, and what they are entitled to, are not high-sounding objectives, but rather a manifestation of the promises which have been made. I hope the Bill which is to be introduced to Parliament will be considered closely by all members and that they will support it on the basis

that they care for the welfare of people above all else.

All Governments should remember that legislators, whilst entitled to lead because that is their purpose, should also have regard for the views of all the people of the nation. Governments should be careful not to tell the people what they should be doing, but rather they should be manifesting the wishes of the people. The people, bearing this in mind, would be well advised—and certainly I would encourage them in this—to look at the public debate which has been in progress for some time on the issue of cigarette smoking. If the people wish to make maximum impact, the time to do it is between now and polling day. If they act now they are more likely to obtain the results they wish.

I was interested to note an answer given by the Minister for Health to question 527 on the 24th April this year when, in part (2) of his answer he said—

So long as the sale of alcohol and tobacco products is legal the Government does not intend to ban their advertising. The member will be aware that both industries have accepted voluntary codes on advertising.

I was interested also, therefore, to see his answer to question 919 asked yesterday when he said, amongst other things—

The present situation that Cabinet will consider the aspects of advertising of tobacco products is not a question of whether or not I have changed my position. An assessment of the question will be made because there is medical support for such an appraisal.

Whether or not the Minister has changed his position does not concern me greatly, but it is most encouraging that he is taking notice of public opinion on this matter. It appears the Minister has moved from an intransigent position, which incidentally would not stand up to close examination, to a position where he is giving people a little hope that the Government will give support to a proposition designed to ban the advertising of cigarettes. It does not necessarily follow from that that sponsorship should be banned. I am not talking about that. I am talking about advertising.

It is interesting to observe that there are many laws on our Statute book which place bans on people and control the activities of various people, whether they be professionals or otherwise, because those people have been unable to control their own conduct properly. In that case, Governments of all persuasions have been obliged to legislate in order to exercise the control which

these people are incapable of exercising themselves. There is ample precedent for Government intervention where it is necessary in the interests of the people. I suggest to the House that if we are prepared to spend a considerable amount of time debating matters such as the Road Traffic Act, we should be prepared to spend an equal amount of time on health matters.

If we counted the number of regulations covering road traffic they would probably reach the four-figure mark. If we intend to spend a great deal of time discussing motor accidents and the carnage on the roads, we should be prepared to devote equal attention to the carnage caused by cigarette smoking. Addiction to smoking results in cancer and other diseases.

As I have said previously, nicotine is regarded as a drug by the World Health Organisation. However, I will have an opportunity in the near future to develop arguments on this matter.

I should like to leave that subject for the time being and turn to the matter of legal aid. There is no point in having legal rights if we do not have the capacity, because of lack of means, to exercise those rights. To a significant extent in this State today we have a position where people, because of insufficient means, are denied justice. Of course, it is important that at all times we should distinguish between law and justice. If our laws are just, well and good, but frequently they are not and perhaps the prime purpose of a person being a member of Parliament is that during his time here he may lessen the gap between bad law on the one hand and justice on the other. People should not confuse the two issues, because although sometimes they mean the same thing frequently they do not.

Not only is a large percentage of the population of Western Australia unequal before the law, but it is unequal also in the law-making process. Those who know anything about election to Parliament are aware of this. People who live in the North Metropolitan Province, as members are aware as a result of my many reminders in this Chamber, frequently have a vote equal to approximately one-seventeenth or one-eighteenth of a vote of other Western Australians. I am one of those people, and I object to the position most strenuously.

Mr Laurance: I thought everyone got one vote. Who gets 17 or 18 votes?

Mr BERTRAM: That is not what the honourable member thinks at all.

Mr B. T. Burke: He does not think at all.

Mr BERTRAM: But, as the member appears to be suffering from some degree of ignorance on this question—

Mr B. T. Burke: And on most others.

Mr BERTRAM: —I should like to tell him about a good friend of mine who lives in the Kimberley. He is a black man.

Mr Pearce: He probably does not get a vote at all in that case.

Mr BERTRAM: This man's name is Billy. We will call him "Billy X". Billy, when he walks into the polling booth—as the member for Gascoyne well knows—has in his hand in effect 17 ballot papers. That is a fact. I have explained it to members previously.

Mr Laurance: I regret that.

Mr B. T. Burke: It is proposed that the Electoral Act be amended to take them all off him.

Mr BERTRAM: If they are all taken away from him, 17/18th of a vote will be taken. If the vote is taken from the people who live in the North Metropolitan Province it will be 1/18th of the vote. That is the position. As a result of this, the people in my electorate do not have an equal say in the law-making process in this Parliament. However, they are obliged to obey the law equally with everyone else. That is a lopsided situation to which I strongly object.

With the advent of legal aid it appeared that people in this State—for the first time in history—by having access to justice would have the opportunity of equality before the law. Recently the position has deteriorated. This has occurred largely as a result of the State Government starving the Legal Aid Commission of funds and as a consequence people are being denied justice.

The case I am about to relate should not be construed as an attack on any particular body such as the Police Force. On many occasions in this House whenever one mentions a particular situation one is accused of denigrating the body involved. What I say is not intended to denigrate the Police Force. I believe the Police Force has a very difficult task to perform.

It is not the first time that I have brought to the attention of the House a matter of this nature. Members will recall that approximately a decade ago in this State a man was held in prison for a year and it was subsequently found by the Full Court that he should not have been convicted at all. By that time he had served his sentence, and had become bankrupt. He was subsequently released, but the then Government was not

prepared to compensate him despite the fact that he was financially ruined. The Tonkin Government awarded this man damages of \$12 000 because, having regard for the judgment of a judge of the Full Court, it was felt it was the only decent thing to do, as distinct from the icy cold, impersonal law.

This case has something of the same ring about it. It has been discussed in this place before. Last year two men were charged with rape. They came before the court and were set rather strict terms of bail. I am not complaining about that. However, they were unable to provide the security required and were placed within the prison system for approximately 5½ months.

I am not sure whether the heavy bail was fixed as a result of the allegation regarding the two men's behaviour towards the plaintiff following the offence. A short time after the complaint had been made—I think it was a matter of weeks—the plaintiff in a material manner—at least I would say it was of a significant nature—changed her story. The accused were not advised of that so even if they had wanted to make an approach to the court for the purpose of having the amount of bail reduced they would not have been able to do so.

In due course the two accused persons applied to the Legal Aid Commission for legal aid. The commission, of course, having very limited and inadequate funds, was in an extraordinary position whereby it had to make a sort of pre-judgment on the case because it was not in a position to fund people whose cases in its opinion appeared to be hopeless. I presume it examined the deposition taken in the lower court and came to the conclusion that the accused should not be granted legal aid because their chances of a successful defence were slim.

When the Legal Aid Commission examined the deposition of course it contained no hint of the fact that the complainant had changed the material aspects of her evidence. So these men were to go to trial without any legal aid or solicitor to act for them.

However, shortly before the trial a solicitor offered his services to the accused. A day or so before the trial a Crown Law representative spoke to the solicitor about the trial but did not tell him of the change in the complainant's evidence, so the trial proceeded and at the end of the Crown's case the circumstances to which I have referred had still not emerged. The Crown closed its case, so I am told, and the court adjourned for a time.

Then by some fluke the details came to the notice of the counsel for the accused, and he made

some very hasty inquiries. When the case resumed, instead of calling his witnesses in the usual manner, he asked leave of the court for the opportunity to recall certain witnesses. The Crown opposed that application, but the Court upheld it and certain witnesses were recalled. This was probably the turning point of the trial.

Finally, the jury acquitted the two accused people. These two men were almost not represented at all. By sheer good luck they had a competent and capable counsel representing them who, when he saw what was happening, and within a moment of getting wind of something, acted immediately. He knew what to do, and took advantage of the situation.

So, they had luck in getting counsel and they had extraordinary luck in hearing something which gave them an opportunity to get a message to their counsel so that they could do something to turn the course of the trial. These men were acquitted, I am told, and they have escaped a possible penalty—I do not know; one cannot be precise but for argument's sake—of between five and eight years' imprisonment.

There is the story. I bring it to this place because it is important that Parliament should know about it and take the appropriate action. I have endeavoured to relate the facts as accurately as I know them, although there may be some minute detail I have missed. Members will see what has happened. By the unjustified non-disclosure of evidence, the complaining men served five months' gaol which otherwise they may not have had to do because the bail might have been reduced.

Those men were denied legal aid because the Legal Aid Commission had come to its conclusion on an incomplete story. It had no way of obtaining the full information. The authorities had the information. Those men almost had to go to a criminal trial without any representation at all and they were faced with the position of the true facts of the case never surfacing.

A similar situation existed in the case I brought here 10 years ago where someone made a statement which, apparently, according to the prosecution, was not good enough. The person concerned then made another statement which differed from the first. That man was convicted because the second statement was used and the existence of the first statement was concealed. Members will see the similarity between the case of 10 years ago and the one which occurred earlier this year.

It is very important that this position be clearly investigated and appropriate action taken with respect to it. Members will observe the

extraordinary position in which the Legal Aid Commission finds itself when it has to prejudice people—that might be a little harsh by way of description, but I think members understand what I mean—because funds are not available to the commission.

That is a classic case of where justice is being denied to people because this Government and the Federal Government have cut off funds to the Legal Aid Commission in a very significant and inexcusable manner, notwithstanding the usual promises that such action would not be taken.

I am a little sorry that the Minister for Health—the member for Scarborough—is not here at the moment because I wanted to say a few words to him by way of friendly comment. It seems that since he has been in the Ministry he has had a somewhat chequered career. He sought to exterminate the people of Wittenoom, and he sought to dump rubbish on Burswood Island.

What is worse—if that is possible—during the last parliamentary recess—and I suppose the timing of this particular move is not irrelevant—when I was unable to ask any questions and when the people of Mt. Hawthorn to a large extent were denied any representation here, or anywhere else, the Minister for Health decided that the hospital at Mt. Hawthorn, which had been there for many years, should not operate as a hospital and should be converted to some other use.

Once again the performance of this Government seems to be sadly lacking because the hospital as such ceased to operate without any liaison with me at all. The first I knew—as the member for the area in this place—was a public announcement of some sort. When a Government intends to spend some money in an electorate it usually drops a line, purely as a notification, to the local member notifying him that a certain number of dollars will be spent in the electorate. That is very good and seems to savour of elementary decency and courtesy, but what is the position when a hospital is suddenly closed down, and the electors in the area ask what it is all about? I had to say I did not know because the Government had not bothered to tell me. It disposed of the facility without any reference to the people of Mt. Hawthorn, without any discussion, and without any argument for or against. The people in the Mt. Hawthorn electorate did not have a say in the decision-making process at all, even though the hospital had been there for many years. However, it no longer exists.

I do not believe that is the proper way to operate a Ministry. At the very least, the member for the electorate concerned should be told a little about significant moves which are about to take place in his or her electorate. I am not talking about relatively mundane matters, but of significant moves of the nature that I have mentioned. Just ordinary decency and courtesy should be sufficient to make it mandatory. I should have thought, for a Minister of a Government to tell a member of a district what is to happen, and the reasons for it. It is not very satisfactory to keep talking down to the people without some case to justify a decision, and the steps taken pursuant to that decision.

In the few moments remaining, I would like to touch on the question of cautions. In 1975 the Supreme Court held that although for 70 years or more courts in this land had been administering cautions, where appropriate, to people who were convicted, rather than fining them, placing them on probation, or committing them to prison, that practice was entirely illegal and all those cautions had been unlawfully imposed. My recollection is that the judge or judges said that even so the power of caution which was thought to exist was invaluable and should be restored promptly. That was in 1975.

On a number of occasions since then there have been brought before this House by the Government Bills to amend the Justices Act, the Criminal Code, and other Acts in which it would have been convenient to include an amendment to restore the cautions. That being so, I moved appropriate amendments which were summarily dismissed and treated with disdain, which is not at all uncommon in this place, as members know. But just the other day the Attorney General announced that during this session—which we know is a pre-election session—he would restore the cautions.

So we have gone through 1975, 1976, 1977, and 1978, and in 1979 the cautions will be restored. The amending legislation could have been prepared by a good lawyer in a couple of hours. This has meant that for four or five years courts have been denied the right they always thought they had. Their ability to dispense justice has been restricted or curtailed for four years or more when it need not have been restricted or curtailed for more than six months at the most. The convicted people, on the other hand, have been denied that penalty.

It is not as though the matter has been ignored in this place. Efforts made by me on two or three occasions have been summarily dismissed. It is not as though my amendments were said to be

faulty in some way. Had they been faulty they could have been easily rectified. Had the sections of the Acts which were being amended not been appropriate for my amendments, the Government could easily have acted in a straightforward and responsible manner and brought forward another amendment later on to put the cautions law exactly where we wanted it. In this matter there has been gross ineptitude on the part of the Government which should be placed on the record.

We have another instance of the Government's ineptitude in respect of the fabulous section 54B of the Police Act, a provision which substantially did not exist in the law of this State between the years 1829 and 1976. Why did it suddenly become so important when it was causing so much trouble to retain it? Why could not the section have simply been repealed to restore the situation to what it was in 1976? We all know the heavens would not have dropped; and there would not have been a national stoppage. All the strife in this State and nationally could have been averted.

In an endeavour to save face, the Government has set about bringing in a puny amendment to the Police Act. It has consulted the Prime Minister, the Federal Attorney General, the Federal Minister for Labour, the Premier, the Acting Premier, the State Attorney General—whomever one cares to name, the Government has conferred with him—about this puny amendment to the Police Act. It was a face-saving operation—similar to the Vietnam situation where millions of people were slaughtered before faces were saved—to take a bit of pressure off the Government and above all to enable the Government to avoid calling this Parliament together.

The Parliament was on holidays and the Government decided it would remain on holidays, no matter what trouble and strife were caused to the State. The Government would recall Parliament when it was ready, which happened to be yesterday, the 7th August. To justify that, we had all the window dressing with a committee meeting over there, a meeting in Perth, a meeting at Liberal Party headquarters, and so on. Those people must have met at every venue on earth before we received yesterday the final information that as a result of this extraordinary saga of negotiations, conferences, and discussions the Government would now produce a Bill. If members want evidence of ineptitude, they have it there.

We had the delay on the matter of cautions which was completely unnecessary, and the members of the Government sitting over there

allowing that sort of thing to happen—not only the leader of the band but all of them allowing it to happen. They do have some responsibility here. It is true they lag behind and allow one man and one voice to dominate the whole scene.

Mr Blaikie: That is not so.

Mr Jamieson: You are a snivelling crawler at the best of times. How would you know?

Mr BERTRAM: The member for Welshpool put it better than I could.

Mr Sodeman: He is eloquent.

Mr BERTRAM: The Government takes the rise out of the Opposition, thwarts it and always kicks out its amendments, but the pigeons occasionally come home to roost. The matters relating to cautions and section 54B of the Police Act are classic examples of the lack of performance of an inept and unsatisfactory Government.

DR DADOUR (Subiaco) [8.37 p.m.]: Mr Speaker, I wish to speak on a subject which is parochial but which relates not only to my electorate but also the whole metropolitan area; that is, the proposed closure of the Perth-Fremantle railway.

The railway bisects my electorate, so I have approximately 9 000 voters on each side of the line. I had no say in the decision-making in regard to the closure of this line. I attempted to have some say but I had none. It was an Executive decision which I read in the newspaper, as did everyone else. I then received a news release. A great deal of pressure has been brought to bear to shut me up but on this subject I cannot be shut up. Some people talk about communists under the bed; I sometimes wonder whether I have Liberals under mine.

Mr Jamieson: It is a worse complaint, I must admit.

Dr DADOUR: I am sure divine providence will change the decision on the railway, but even then there will be a demarcation dispute. I have spoken to thousands of people in my electorate and in neighbouring electorates concerning the proposed closure, and there would not be a handful of people who are in favour of it, although about 10 per cent of the people could not care less.

I have spoken to thousands of people about the proposed closure of the railway line and well over 80 per cent of them are against it. The decision to close the line was based on fiscal considerations only. Any social or emotional considerations were ignored completely. The decision-makers failed totally to consider the matter at a grass-roots level, and that worries me. I cannot be a party to

this decision. In my opinion the Executive has blundered.

It has been brought home to us very clearly that the present shortage of petroleum products will worsen. With the price of petroleum products escalating, we must find a mode of transport which utilises an alternative source of energy. Surely such an alternative would be the electrification of our metropolitan railway service. We are told that this would cost a great deal of money and that we do not have that money. This argument leaves me cold when I realise the vast sums of money being wasted by the State Government in other avenues.

Let us look at the State Government's spending on health. In 1974, 21 per cent of the total State Budget was spent on health. By 1979 this had increased to 26 per cent. This means that over five years health has accounted for another 5 per cent of our total State expenditure. Today this amounts to about \$60 million extra for health without even considering the additional costs due to inflation.

Let us consider the capital involved in building our hospitals. Over those five years, and including the current year, well in excess of \$200 million will have been spent on building hospitals. It is laughable that we cannot even afford to open the hospitals we are building. Approximately \$100 million is being spent on the new building at the Sir Charles Gairdner Hospital, and I doubt whether it will ever be opened.

At last everyone has woken up to what I have been saying for years; we do not need the extra hospital beds. This money has been spent in an area where it was not needed.

A public transport system is a service to which the public have a right, and the residents of Perth are to be denied that. Whatever has been said to the contrary, I believe the closure of the Perth-Fremantle railway line will sound the death knell for all rail services in the metropolitan area.

There is no doubt that Perth will grow into a metropolis with a population in excess of two million, and certainly we need a rapid transport system. If this railway line is taken up and the busways established, the cost of reverting to a railway system in the future will be prohibitive.

I have spoken to as many people as possible on this subject and well over 80 per cent of them want to see the passenger service to Fremantle retained. The Government does not understand public feeling on the subject. Surely the implementation of the decision could be delayed until all avenues have been investigated. I believe that if we were to go into the election on this issue

alone we would be defeated badly. This issue is very important to the people of Perth. I do not believe it is a political problem, but rather a case of bureaucracy making a decision and the Government acting on that decision without sufficient thought. We must get down to the grass-roots level.

I would like to inform members of my efforts to play some part in the making of this particular decision. On the 11th February, 1975, I wrote to the then Minister for Transport (Mr O'Connor) in the following terms—

I am receiving a number of requests from members of my electorate querying the closure of the Perth-Fremantle Railways.

My own opinion is that there is nothing like the Railways to clear a great number of people in a short time. I feel the answer is the modernization rather than discontinuation.

I can well remember how quickly and efficiently the Railway cleared a large number of people in a very short time in Sydney.

I am not in favour of the closure of the Railways. When this proposal is considered I sincerely hope it will be a full Party Decision and not one of Cabinet.

The Minister's reply was dated the 7th March, 1975, and it reads as follows—

Thank you very much for your letter of the 11th February regarding the possible closure of the Perth-Fremantle railways.

An investigation has been done into this matter by Wilbur Smith and Associates, and it is now being looked at both by the Commonwealth Transport Department and the Director General of Transport in Western Australia, who will make recommendations back to Cabinet.

I would not anticipate that any firm decisions will be made until this is discussed fully in the Party Room.

I, like you, realise that trains do a tremendous job in moving large numbers of people. I also realise that the loss incurred by the railways in taking people to and from work is very substantial. Offhand, I believe that the total income from this source is \$2.2 million a year and that the cost of running it is in excess of \$9.0 million, leaving a loss of something over \$7.0 million, or a subsidy of approximately 65c per passenger per trip.

However, I do appreciate the comments you have made and will take them into account when discussing the matter in

Cabinet, advising that you request that it be discussed fully in the Party Room.

On the 7th July, 1975, I wrote to the Premier as follows—

Dear Sir Charles,

re Proposed closing of the Perth-Fremantle railway and replacement with Busway.

I have written to Mr O'Connor several times over the past twelve months concerning this proposal and I have done a great deal of reading and research concerning railway lines and busways. As the Railway passes right through my Electorate I am vitally interested and I have at this moment come to the conclusion that it will be very wrong to discontinue this Railway.

The reason I am writing is that I believe that the decision on the future of the Railway should be a Party and not an Executive one.

I received an answer from the Premier on the 20th August, 1975, which quoted a Cabinet minute as follows—

CABINET decides that the objective should be to maintain the maximum amount of railway operation in the metropolitan area.

The adverse economics of rail operations over the next generation, as opposed to bus operations, are understood, but it is the opinion of Cabinet that long-term considerations cannot be overlooked.

It is therefore decided that the Minister for Transport should confer with the Commonwealth Minister as soon as possible, and see how far the Commonwealth Government is prepared to join in the retention of metropolitan passenger services at an acceptable standard, and with a view to electrification of appropriate parts of the system.

In his letter, the Premier said—

Your opposition to the discontinuance of the railway between Perth and Fremantle, and replacement with a busway was noted.

Therefore, it cannot be said that I did not make representations. In fact I tried in every way I could to have some say in the decision-making process, considering how vital the Perth-Fremantle railway is to my electorate, and considering how much I believe in the railway system.

I also wrote to the Minister for Local Government on the 22nd June, 1978, and again on the 27th July, 1978, when I did not receive a

reply to my first letter. I did not receive a reply to my second letter, either. Then Mrs Craig was appointed Minister for Local Government and I wrote to her on the 28th September, 1978, requesting the same thing from her. I received a reply after the decision was made, and it was along the lines of the news release of the 16th January.

I feel left out of it, to say the least; and I have a good argument concerning why that should not occur. However, the decision has been made and I am sure it is a blunder and a wrong decision. The decision should be reversed, and the trains should be allowed to continue to run. In the meantime a full inquiry should be held into all aspects of the proposed closure. Since the decision was made to close the line evidence has been brought forward to show that it should not be closed. The decision should be reversed, particularly in the light of the likely shortage of petroleum products in the short-term future, let alone the long-term future. We must begin to look to another source of energy, and that source must be electricity.

The decision that has been made is a blind one. I do not think much insight at all was shown into the feelings of the people at the grass roots level, and I am most upset that this sort of thing can happen.

If we were to take a vote in this Parliament at the moment on whether the railway line should be closed, we would have an evenly divided House with you, Mr Speaker, having a casting vote. The "No" vote would consist of 22 Labor members, three National Party members, the member for Moore—who has recorded in *Hansard* that he will vote against it—and myself, making a total of 27. So the Government's majority would be reduced from 11 to one. If you, Mr Speaker, were to do the right thing according to tradition and vote to maintain the status quo, we would save the railway. However, I know things just do, not happen that way.

The Government has been most charitable in respect of Wittenoom. That town was to be closed down because of the health hazard there, particularly to young children. The Government has been most lenient and has allowed the town to continue. Why cannot the Government adopt the same attitude and allow this railway line to continue to operate? There is no doubt that the majority of people want it to remain. A petition containing over 100 000 signatures has been presented. No matter how people may try to denigrate that petition, the fact is that over 100 000 people signed it to say they want the railway to remain.

The Government has tried to denigrate the petition by saying, "Any fool will sign a petition." However, I am sure 100 000 people could not be found to sign a petition requesting that the railway service be withdrawn. We would never see such a petition in a fit.

So we are back to square one—to the people, who are the ones who count. I am not trying to argue the cost of electrification or of this or that. I know the railway is subsidised to the extent of something like \$1.14 per trip, whereas the buses are subsidised to the extent of only 30c, 40c, 50c, or 60c.

Let us consider another problem which really concerns me. When the closure of the railway was first proposed the Minister for Local Government wrote to all the local authorities along the line and asked them not to make a decision until they had been interviewed by her departmental officers. On the 26th March the City of Subiaco entertained officers from the Main Roads Department and the Town Planning Department. The officers were there to provide a rundown of what would happen when the trains ceased to run on the 2nd September.

I was invited to that meeting by the Subiaco City Council, and I found that the buses were supposed to start in Cottesloe on the northern side of the line. A road was to be built on the railway verge on the north side of the line, which would follow the line until it came to the Ashton Street crossing at the showgrounds. Then the road was to take a sharp turn to the right to cross the railway line—God knows how these concertina buses would manage that—and continue along the southern verge of the line through Karrakatta, Shenton Park, and Subiaco. Somewhere near the Subiaco station the road following the railway verge was to cease and the buses were to deviate into Railway Road, Roberts Road, across Thomas Street, along Wellington Street, and from there to the terminus. That road has never been built.

Some problems were experienced in respect of that route, quite apart from the failure of the railway union to permit the railway lines to be pulled up at the Cottesloe station. So what will happen? The buses will use the roads parallel to the railway line, and those roads are already hard pressed to cope with their present volume of traffic, without having large semi-trailer type buses carrying 74 passengers cluttering them further.

These buses are going to move along the north side of the railway from about Cottesloe to the Stirling Road subway. How they are going to negotiate that subway, I do not know. The buses

will then turn into Guger Street, Railway Road, and Roberts Road. They will travel across Thomas Street, into Wellington Street, and down to the bus terminal. I understand they will use the same route on the return trip.

Let us consider the attitude adopted by the local councils along this proposed route. The Fremantle City Council has objected to the proposal. The Cottesloe Council has voiced its unanimous objection. Then we have the Mosman Park Town Council. The Nedlands Council is 50-50 on the issue; it is having two bob each way. Subiaco is dead against it, and the Perth City Council has not considered the matter.

What about the other people along the line? The Royal Agricultural Society, the National Football League, and Perth Modern School are against the proposal, while Princess Margaret Hospital has been conspicuous by its silence. Surely the Government should not ignore the feelings of all the local authorities and others involved. They should not simply be pushed aside.

I am not raising this issue in an emotional manner. The streets in this area are already seriously overloaded and any further bus traffic will exacerbate the position.

In addition, according to reports I have read, there is a possibility that buses presently using Stirling Highway will be diverted along this proposed route, thus bringing more traffic into the area to inconvenience my electors. Not only will the people of Subiaco be subjected to the nuisance of extra buses servicing the areas along the proposed route, but also buses are to be diverted from Stirling Highway to add to the problem.

The proposed route runs right past Perth Modern School, with Princess Margaret Hospital on the other side of Roberts Road. As members know, the nurses' quarters are situated on the edge of Roberts Road. Nurses are shift workers, and they will be subjected to the nuisance of buses belting along at five-minute intervals in peak hours and at 20-minute or 30-minute intervals during off-peak hours.

Insufficient thought has been given to the routing of this busway. It was proposed to run it along the verge of the railway line. A great number of impediments stand in the way of that proposal, not the least of which occurs at Karrakatta, with the stonemasons who operate there on leases extending to 1985 and 1986. Those people would need to be bought out. The estimated cost of establishing a bus route on this rail verge was \$900 000. The Government seems to have its costings mixed up; that would not even pay for the bitumen, never mind laying the roads

and building the gantry bridge, which is not now to come to fruition. Insufficient preparation has gone into this proposal.

I am considering this matter on a practical basis as it will affect my electorate. The Government has failed to heed the wishes of the people in this matter. I feel most aggrieved about the way the whole subject has been handled. According to party politics, I am entitled to a say on any issue. However, I was denied a say on this occasion, and this I find unpalatable. All sorts of pressures have been brought to bear; people have said that I should not do this or say that. I do not believe I am out of hand; I have a real grievance. I say I am being honest; I feel very strongly about this sort of thing. If a politician says that he is honest, other politicians often tell him he is only covering up his dishonesty. However, I have no qualms about the stand I am taking tonight on this issue.

When this decision was made, I was not able to get hold of the Minister because he was on holidays. When he returned I gave him a couple of choice adjectives and he said, "I was on holidays when the decision was made."

Mr Jamieson: That is a better reply than he has been giving us.

Dr DADOUR: I believe this is the beginning of the end of the metropolitan rail system.

Mr Rushton: Who said you were honest?

Dr DADOUR: I am; I do not deny it.

Mr Rushton: That is what you think.

Dr DADOUR: I have received no explanation concerning this unpalatable and unacceptable decision which would influence me to change my decision to oppose this proposal. I know I am pigheaded, but this matter is of vital importance to my electors.

The area between Perth and Fremantle has been described as a corridor which has a growth factor. What corridor? It is a through corridor; it joins the port to the capital by one of the shortest possible routes. If a northern spur line were built, the line from Fremantle to Perth would be in great demand. The people could travel to Fremantle and jump on a train for Perth. Surely this is a through corridor, not a growth corridor. It is part and parcel of a total system which our forefathers had the foresight to give us; let us keep it.

I am not playing politics on this issue; however, I am fighting as hard as I can, because I believe in what I say.

As I said, the wishes of the local authorities along the proposed route have not been taken into

consideration. If only the old Modernians would get off their backsides and say, "You are not going to get rid of our school in this way," perhaps we would get somewhere. The authorities at Princess Margaret Hospital probably are afraid to say anything.

This Government will go down as being the greatest train robbers of all time. Not only will it take the trains and their contents but also, in three years' time, it will take the tracks, too.

Mr Jamieson: It would put Ronald Biggs to shame.

Dr DADOUR: What does public opinion amount to in this place? How much notice does the Government take of the wishes of the people? When I came to this place I thought that public opinion was something which was very important. However, that is not the case today.

There are no politics in this issue. I can honestly say that if this were the only issue before the people at the forthcoming election, the Government would lose hands down. We would not deserve to be here because we would have made a decision against the wishes of the people.

Do not talk to me about removing the railway on fiscal grounds. When I look at the shocking waste of money in the fields of education and health, I shudder. Then I hear the Government being pedantic about railways!

This is such a serious subject I must be extremely careful of what I say. The people of my electorate want the railway to remain and that to me is the most important thing. I believe in the railway system, so I can go ahead and attack the Government's decision with complete impunity.

Mr Jamieson: What about the Nedlands Council? Does it want it to stay?

Dr DADOUR: I do not care about the Nedlands Council because—thank goodness—I no longer represent any part of the Nedlands area. I represent part of the City of Perth, part of the City of Stirling, and the City of Subiaco.

The through traffic in Subiaco already is a major problem. Anyone who has tried to negotiate the northern end of Rokeby Road where it runs into Railway Road and Roberts Road would know it is probably the most dangerous corner in the metropolitan area. The position will become even worse when there are articulated buses running one way and the other at that intersection. I do not know how the buses will negotiate the corner.

One thing will be a constant reminder to the people. The rail lines must stay down for three years. They must stay down until the alternate

route is built south of the line, so they will be a constant reminder to the people. This will not be just a flash in the pan. The people will be reminded constantly that the passenger service was once there.

Irrespective of what anyone else says, the rail service is a faster method of transit than are the buses. I am certain that if people were to be encouraged to use it—encouraged in the sense of electrification, commuter buses to the stations, and a prohibition on the number of cars permitted to enter the inner city—we could have quite a good, wholesome service.

These services never pay. Transport systems never pay. They are not meant to pay. If anyone tries to make them pay, that person is wrong. One might be able to put the SEC on a paying basis, but then a tax results. One might be able to put water supplies and sewerage on a paying basis, but again a tax results. However, transport services never pay—not under a Government.

The railway is a service that is essential to a city, and particularly a big city. Perth will be a big city. I have great faith in that.

The alternative to an electrified railway is needed. We know where the money is. We have plenty of money; all we have to do is stop using it in one place and start using it in another place.

If this Government were to relent and change its mind, the people would think the world of it. As it is, the removal of the railway will be most hazardous. It will be another point against the Government. I believe that there is time in which to reverse this bad decision for the time being. The Government should have another look at the matter. There should be a public inquiry.

I am not throwing stones at the Minister in particular. However, he was \$3 million out in his fuel tax, and now he is \$70 million out in relation to the railway electrification. It is like the galloping millions. It goes on and on.

We cannot afford to go ahead as we are at the moment. We should rethink; change the decision for the time being; and have another look, with an open inquiry. Certainly the attitude the Minister is adopting is not a good one.

I am not trying to play politics on this. I think it is a wrong decision. The railway provides a service to the people. I know I am doing what I believe is right. I am one of the few who will stand up and have a go at it. There are not many of us.

It grieves me to see the type of person we sometimes have in the Parliament. Instead of going right back to the people, we are frightened

to fight for them. We do not see members going out for the people any more.

There is one other point I wish to speak about, and it is something I have dealt with before. It concerns pensioner rebates and concessions.

A few weeks ago water and sewerage rate notices were issued. On the back of them appeared the categories of people to whom exemptions were extended. Amongst those exempted were war widows. When the war widows went in to try to obtain their 25 per cent concession for their water and sewerage rates, they were knocked back. It appears that if they received more than \$81.44 per week, they could not claim the concession. Now, no war widow in my electorate could claim the concession because each of them received more than \$82 a week. That is the first point.

We have an election coming up. I am hopeful we will obtain a 50 per cent rebate on water, sewerage, and local government rates as is available in all of the other States. Pensioners in South Australia, Tasmania, Victoria, New South Wales, and Queensland have been enjoying a 50 per cent rebate on those rates. The last State to award the 50 per cent was Victoria, and it awarded it about three years ago. All the other States awarded the rebate before then.

Western Australia is lagging. Our pensioners are entitled to a 25 per cent rebate. I believe it should now be increased to 50 per cent, to bring it into line with the rebate in the other States. Let us consider the rebates in the various States, and the difference on a percentage basis between those States and Western Australia. The percentage given in Western Australia is 31.6 per cent; in South Australia it is 53.3 per cent; in Tasmania, 52.4 per cent; in Victoria, 47.0 per cent; in New South Wales, 44.2 per cent; and in Queensland, 49.5 per cent. It can be seen that Western Australia allows the lowest rebate of all the States.

To make our rate comparable with those in all other States, it must be raised to 50 per cent. The Treasurer should be considering this matter. Western Australia should be brought into line with the other States. As it stands, we are the meanest State in the land in relation to the rebates given to our pensioners.

Another matter which should be considered relates to the people who receive a small income, because they receive no rebates. They may receive only a few dollars over the specified amount. There should be a sliding scale. I know it is not easy to police a sliding scale; but I believe one should be available for these people.

I know that this is more a Federal issue. Let us consider the case of a person who is just above the range by \$1 or \$2 by virtue of the fact that he receives a small superannuation payment. He no longer receives any benefits under the pensioner medical service, or free drugs, so he could face the payment of \$20 or \$30 a week for his drugs and medical treatment.

We should be considering this problem. We should be trying to help these people in some manner. There is a need. Some members probably have parents who are not on full pensions. Those people do not receive the medical benefits, the rebates, or travel concessions. It is difficult for some of these people to continue to exist. They are more disadvantaged than most pensioners at the moment. We should be considering this problem with great concern. We should try to help them along as much as possible.

I have probably said much more than I wanted to tonight. However, I do say that the Government should let go on this business of the railways. It should give us time to look—give us time to reassess the situation; to reappraise it. I cannot be wrong when all of these people in my electorate and in neighbouring electorates keep telling me that the decision is a wrong decision. They wish to see the railway continue.

One could agree that the railway should not be continued because nobody is using it. If we can make this line as attractive as the Government is making the Perth to Midland line and the Perth to Armadale line with the purchase of new rolling stock, I believe more people will use the service.

What worries me is that two years ago I received a number of approaches from the people in my electorate bitterly complaining that there was no-one collecting their fares when they travelled on this line. I did not take any notice of this matter at the time because I thought the practice would be too small and unlikely to be widespread. However, if the practice is widespread and counts of those using the line were taken only of those people who paid their fare, perhaps the counts are not correct. I think the Government should look at this situation again.

MR CLARKO (Karrinyup) [9.21 p.m.]: One of the most critical problems facing modern man is the level of taxation with which he is faced and this applies equally in Australia as it does throughout the western world. In California in June, 1978, a referendum called "Proposition 13" was carried overwhelmingly and in no way was it unlucky for California that that was so. It was the brainchild of a man called Howard Jarvis and it

has been successful to a degree which was not dreamt of even by its most ardent supporters.

Just 12 months after "Proposition 13" was passed the State of California had cut its property taxes by \$6 400 million. A 14 per cent increase in personal income in that State followed. It is argued that at least a clear 2 per cent of this 14 per cent increase is as a result of the massive taxation cut. The taxation cut, particularly the property tax cut, greatly helped householders and property owners. More importantly, it helped the general economy of California.

Critics of this scheme had proclaimed beforehand, in a Jeremiah-type way, that it would lead to the destruction of the general community infrastructure of the State. Having clearly lost the referendum, the Government strongly urged that business should take all sorts of steps to redress this Government deficit. Particularly it was argued that recreational and cultural programmes should be supported by business.

The Governor of California (Mr Jerry Brown)—known among other things for his very interesting safari to Africa with the beautiful Linda Ronstadt—stated that it was a moral obligation on business to take up the imagined slack in cultural and recreational programmes.

The State income boomed so much that this criticism has virtually evaporated. The State of California had a fall of 1 per cent in its unemployment rate in the last 12 months, which is twice the national fall. This is despite the fact that there was an 8 per cent cut in public employment. There was a cut of 100 000 in local government employment as a result of this particular massive cut-back in Government taxation.

Side by side with this fall of 100 000 in employment in the public sector there was a massive boom in general employment in that 552 000 extra jobs were created in that State in one year alone. The effect of this was the absorption of those people who were temporarily displaced from their work as well as tens of thousands of people from other States.

A Californian bank economist has said that as a result of "Proposition 13" there has been a considerable impact on employment and nearly every other aspect of their economy. This amazing cut in property tax was to some extent partially offset by a \$1 000 million increase in State revenue from business and sales taxes. The State Government also cut income tax—its anticipated collections—for that year by \$1 000 million, but the economy improved so much because of the increase of business activity in the

community that in the last few months the tax collections have been at the same rate as they would have been.

Part of that balancing of inflow of taxation is due to movements in the CPI; but the CPI increase in California is significantly less than that in the United States as a whole.

It is true that there has been a change of emphasis in civic activity. It is also true that some local authorities charge fees for services they carry out which previously were supposedly free. The civic authorities have moved in a much bigger way to the principle of the user pays.

It is very interesting to hear what Howard Jarvis said in summing up his attitude to government. He said that the only way to force politicians to reduce spending is to deny the "expletive deleted" money. I think that would be clear to everyone in this House.

It is something many of those in my party should try to urge even more strongly on the Federal Liberal Government than we now do. We should try to ensure that Government take steps to cut massively the taxation levels that apply in Australia today. They are taxation levels which were established in the days of the Whitlam Government and although through partial indexation of income tax there has been some redress in the rates on which one pays tax, today more money than ever before is being collected. In my opinion much more money than should be is being taken from the Australian people.

To move away from the problems of the municipalities in California to problems in my own electorate, I would like firstly to praise the City of Stirling, which is my local authority. It is a local authority which has been heavily denigrated both in this House and in Western Australia generally for a long time. I think a measure of how capable that council is is that today its town clerk has been appointed as the first full-time Commissioner of the Metropolitan Water Board. This particular town clerk was chosen by the councillors of the City of Stirling some time ago and it is an indication of their ability to pick top men to hold key positions in the council.

In April of this year the then Mayor of the City of Stirling (Dr Luketina) announced that the council had decided to go ahead with a \$2 million rubbish baling plant project which the council expects to have in operation by next February. At that time it let a tender for a medium density rubbish baling plant at a cost of just under \$1 million. The City of Stirling is still negotiating for a suitable site where the bales are to be dumped,

but I am told there are a number of sites which the council believes are suitable and for which it expects to get approval from the Environmental Protection Authority.

I congratulate the councillors and senior officers of the council on their initiative in taking this step. To my mind there is as yet no other proven plant for the treatment of rubbish disposal in Western Australia which would be efficient and of the right cost to enable a council such as the City of Stirling to proceed. I am delighted that the Hertha Road tip will at long last be closed down within the next few months.

This tip used to be in my electorate. I used to receive a tremendous number of complaints from people around the area. It was taken from my electorate a few years ago. Brian Foley, a man I admire a great deal, informed me some time back that he intended to door-knock in the area. I tried to give him some advice that it would be wiser if he did not take such action and I was not quite sure whether he was door knocking in the right electorate.

As events have proved, he certainly made a major error when he door knocked about the rubbish tip site. I advise members who have a rubbish tip in their electorates not to door knock near it.

The problem of a metropolitan rubbish disposal authority is raised in this House from time to time and one of the amendments to the Address-in-Reply earlier this year referred to this matter. Once again the Opposition raised this hoary beast and it received proper treatment from this House. The City of Stirling and the Shire of Wanneroo came together voluntarily, representing 250 000 people, and devised a scheme by which they could resolve the rubbish disposal problems in their areas. The City of Perth has never taken the same sort of incisive action in this area. However, it is interesting to note that since the beginning of the recent parliamentary recess the City of Perth has at long last decided to join with the two other authorities I have just mentioned in operating the baling plant scheme which I have described already.

On the 9th May this year it was announced that the Shire of Rockingham intends to establish a \$2.5 million plant which will recycle rubbish an hour. The City of Stirling collects about 100 tonnes of rubbish an hour which is 6 500 tonnes a week. The puny process which recycles five tonnes of rubbish an hour would not go anywhere near resolving the rubbish disposal problems of an authority such as the City of Stirling.

Whilst it is true that everybody in the community who is concerned about rubbish disposal looks forward to the day when we will have highly efficient schemes by which we will be able to recycle rubbish in the best possible way, I do not believe any practical scheme has been put before the major authorities of this State. Bearing this in mind, we should remember that a positive result of the baling system is playing fields. These are of critical importance and are very valuable recreation areas.

I would like to commend the City of Stirling for establishing a new community information service which I am delighted to see situated at the Karrinyup cultural centre library. It is important to note that this particular information centre operates on what I shall refer to as "old-fashioned hours". It is open from 9.30 a.m. to 8.30 p.m. five days a week. It is open on Saturday mornings also. Such hours of operation are excellent for all the people in our community, not only for those who have lived in the City of Stirling for some time, but also for people who are new to the municipality. It is important that ready access to an information service is available.

Recently I was a little disappointed when I was praising this scheme in discussions with a senior official of the council because he said that the council was having difficulty maintaining the scheme, because money problems were pressing. I certainly hope the scheme continues.

One other area in which I wish to commend the City of Stirling is in its decision to allocate \$100 000 towards the construction of the Ocean Reef launching ramp which is in the Shire of Wanneroo. As far as I know, it is the first time the City of Stirling has donated voluntarily a significant sum of money outside the boundaries of the municipality. There is no doubt that boat owners who live in the City of Stirling have a real need in regard to launching their boats into the Indian Ocean. No practical sites for a launching ramp were available within the City of Stirling. I have said in this House previously how firmly opposed I was to the suggestion that such a ramp be built at Trigg Island at the expense of the reef in that area. I felt the final decision to build the ramp at the site adjacent to the Beenyp outlet was most commendable.

I should like to congratulate my gentle colleague, the member for Whitford, for his work in regard to that particular scheme and I would not mind a little credit for the work I did also, because—

Mr Pearce: Perhaps the member for Whitford could give it to you.

Mr CLARKO: —although I opposed the construction of a ramp in the coastal reef area from Trigg to Waterman, I felt it was essential such a launching ramp be established on the northern shore.

I should like to refer now to the subject of transport. I am in favour of the motorist who becomes so often the hapless whipping boy of people who support the transport system excessively. It is true there is a definite need for an efficient public transport system in metropolitan Perth, but many people accept only reluctantly the size of the deficit of the Metropolitan Transport Trust. In 1978-79 it was estimated that our urban public transport deficit would be approximately \$29 million. That is a huge sum and it is shared by so few within the metropolitan region. This subject has been canvassed thoroughly during the last two evenings, but it is significant that the closure of the Perth-Fremantle line will result in an improvement in the annual transport deficit of nearly \$4 million.

It is a great pity that the fact that the railway line will still be there has not received the proper publicity, because it is important to realise that. The Government can reintroduce passenger rail transport on the Perth-Fremantle line if it wishes to do so, and freight trains will still operate there. It is unfortunate the debate on the subject of the Perth-Fremantle railway line has been distorted by emotion. Many people who reside in areas such as the one I represent do not use that particular railway line from one year's end to the next and they have probably never used it since they were children. However, these people still have an emotional attachment to the train, just as I am sure people had an emotional attachment to Cobb and Co. when its coaches were about to be dispensed with. The Perth-Fremantle railway line closure is a serious subject and it is a pity that it has been distorted to such an extent.

I do not believe any member on this side of the House supports readily the closure of the line; but everyone is aware that the experts in this field have made recommendations both to this Government and to the previous Labor Government. During the period of office of the Tonkin Labor Government the closure of the line was accepted by them; therefore, many of the arguments raised are now sheer hypocrisy.

While it is true an argument can be mounted on both sides of the question, it is a pity that it has moved away from the true situation into the area of gross emotionalism. If half the people who signed the petition started travelling regularly on

the Perth-Fremantle railway line there would be no need to close it.

I should like to touch on the issue of sexual discrimination. This matter is very much to the fore in Australia today. It is being supported particularly by many arch feminists, which is a great pity because they distort the argument. It is true there is a need in our society to overcome the blatantly negative aspects of sexual discrimination, but I do not believe we should stoop to the levels suggested by some of the people involved in the issue.

As far as I am concerned I am totally opposed to any legislation which would prevent a businessman seeking a female secretary to work in his office. I am totally opposed to any legislation which will prevent his advertising for a tea lady, stewardess, female housekeeper, female nurse or whatever he may seek by referring to a specific preference in advertising.

If an employer wished to employ a male road worker, male wharfie, male truck driver, male waiter or male chauffeur, that should be his right, and any system which is designed to prevent this should not be supported.

Much more needs to be done in certain areas of female employment. I believe that in the fields of engineering and telecommunications it is desirable for women to be given more opportunities.

I do not support a total unisex society which some seek to artificially impose upon us. There are some societies which are sexually egalitarian, but of course, there are many societies which are male dominated and others which are female dominated. The late Margaret Mead, a noted anthropologist, prior to World War II found that within an area of 50 miles radius in Western New Guinea there were all three types of societies—one which was sexually equal, one which was male dominated, and one which was female dominated. I must say I was not impressed when I read of the female-dominated society where the men used to stay home and make beads.

Whilst I am talking on the subject of the sexual discrimination campaign, I wish to refer to what I feel has emerged as a very unhappy issue. At a recent conference in Perth, which was organised by the Teachers' Union on the subject of "Elimination of Sexism in Schools", a delegate brought with her a booklet entitled, "Young, Gay and Proud". It is disgusting.

The conference was held on the 21st April, 1979 in the Teachers' Union building in Perth. A

precis of a talk by Judy Munro contains the following—

Both the Victorian Government and the Victorian Education Department do not have a policy on eliminating sexism in Education. This fact has both frustrated and thwarted the activities of the funded Counter Sexism Projects, Teacher Unions and individual initiatives in schools. The Government has bowed to pressure from small conservative groups in the community which have organised letter writing campaigns against the Equal Opportunities Resource Centre, the distribution of the booklet, "Young, Gay and Proud", a Gay Teachers Group publication, and Human Relationships Programs in schools. It is ironical that the Education Department received much publicity with the opening of the Equal Opportunities Resource Centre—as if it funded the Centre—the Schools Commission actually provided funds of \$18,000.

As a result of the organised campaign of 50 letters, booklets on abortion, homosexuality and rape have been removed from the shelves of the Centre and an edict has been issued to schools by Mr. Thompson, Victorian Minister of Education.

And then Mr Thompson is quoted. I hope that a Liberal Minister for Education or a Liberal-Country Party Minister for Education would make a similar statement if this book were distributed within our schools. Mr Thompson said—

Principals should ensure that copies of books seeking to foster homosexual behaviour aren't available to children within school libraries and such books, films and other audio-visual material are not recommended or made available to pupils by teachers.

I omit part of this quotation and continue—

Mr Thompson's statements are an attack on school based autonomy in curriculum development as well.

I was told that one of the speakers at that particular conference advised that 5 000 copies of this book, "Young, Gay and Proud", had been distributed throughout schools in Victoria. I have here a copy of it. I fear to quote all of what is said in this book. One particular chapter is called, "Doing it—Lesbians", and it sets out in the most explicit detail—in my opinion the most disgusting detail—aspects relating to lesbian behaviour. It is followed by a chapter on "Doing it—Gay Men". It has a small section, a portion of which I will read. Because of the scruples of this House, and

my own, I will not quote very much. A portion reads—

There are lots of different ways for gay men to make love together. Here are a few examples.

And it sets out again a whole list of them. Again, disgusting filth which should not be distributed in our schools.

There has been a discussion this evening in the Legislative Council on the question of teachers and the standard of behaviour required of them. I would hope that any person who promotes this sort of material whilst working with young people would be quickly removed from his position.

I refer to changes that took place in October, 1978, to the Commonwealth Audit Act. The Act set out ways to expand the powers of the Commonwealth Auditor General. The new legislation provides for the Commonwealth Auditor General not only to investigate how money has been mispent or lost, but also to recommend ways of improving the general auditing and administration procedures. This is not only to prevent losses, but also to allow for the adoption of more economical and efficient techniques.

We are fortunate to have in this House a Premier whose special field is accountancy. I hope he will listen to my urgings that the Western Australian State Audit Act might similarly be altered so that it does not concern itself only with losses and waste, but also with savings. In this way we would have an Act which is constructive rather than destructive; not negative, but positive. It would give the Western Australian Auditor General a real opportunity to implement a new scheme within our audit system.

As the member for Mt. Hawthorn raised the matter, I too will raise the matter of red herrings.

Mr Tonkin: Under the bed!

Mr CLARKO: I think you would spend most of your time in bed with them, would you not, as a socialist? I know something of communists, who are socialists like yourself.

Mr Tonkin: You are a disgrace to the teaching profession.

Mr CLARKO: I saw the member for Morley on television, and he was his usual belligerent self, shouting "Nazis" at the people in front of him. As he was a teacher he should know that the word comes from the German words meaning national socialist. He is a socialist so he should realise he is a bedmate of the Nazis.

Mr Tonkin: That is a lie.

Mr Jamieson: There are Liberals and Liberals, don't forget!

Mr CLARKO: In regard to herring, the situation in this State is that they are being caught in a very extensive way but I am told that there have been very poor catches in the last season off the Western Australian coast. I was pleased a member of the Opposition raised this matter the other day. The herring are used for bait, pet food, and fertiliser.

We should look more seriously at the question of protecting food fish. I am aware from interjections that there are members here who have professional fishermen within their electorates who are considered to be of greater interest than amateur fishermen. Tailer has been declared a food fish, and there is no good reason that herring should not be classified as a food fish.

It is interesting to note that the Department of Fisheries and Wildlife, which is the most experienced body in Western Australia with regard to fishing, has put forward such a recommendation on this matter. I had some doubts when I read the report of the recent fishing inquiry in which it was stated that only one argument was received urging that herring be made a food fish only, and I had a wry smile when I noted that the recommendation came from the department. Surely that department would be the most knowledgeable body in this State with regard to this subject. The pensioners from North Beach did not have an opportunity—or did not realise they had an opportunity—to make a recommendation. I have been told that since the netting of herring around Rottnest Island has been banned the catches during the following years, from its beaches, have increased greatly.

Whilst it might suit the interests of certain members to protect the professional fisherman who catches herring for bait, pet food, and fertiliser, as far as I am concerned that is not satisfactory.

I know the matter is being looked at by a committee, but I hope that committee will take cognisance of the views of the amateur fishermen who have protested strongly at the failure of the department to declare herring as a food fish.

When I discussed this matter with a senior officer of the Department of Fisheries and Wildlife I was advised that tailer had been declared a food fish.

Mr Skidmore: What would happen when a professional fisherman nets a good haul of herring and is able to sell only one tonne as food fish?

What does the fisherman do with the rest of his catch?

Mr CLARKO: Instead of the member for Swan grumbling in his usual fashion, he should know, as is obvious to everybody in Australia over the age of six years, that the reason the fisherman catches more than one tonne is the size of the net he uses. I am sure the member for Swan is an expert fisherman.

Mr Skidmore: No, I am not.

Mr CLARKO: I will let him have half a dozen fish tomorrow when I get my normal supply of crayfish and bananas from the north and my crabs from the Murray. I ask the member for Swan to put his money where his mouth is and show me some fish. Just recently we had the example of a farmer who was able to produce some wheat, and again I ask the member for Swan to show me some fish.

Mr Skidmore: I do not claim to be a good fisherman.

Mr CLARKO: The last matter I wish to touch on probably will be regarded by some people as a matter of no importance. The member for Cottesloe asked a question in this House on the 6th October, 1977, in which he referred to the title of members of the Legislative Assembly. The initials, MLA, are used by members in this House and the member for Cottesloe asked you, Mr Speaker, your opinion on the question of members using instead the letters MP. You gave the member for Cottesloe an excellent list—as is your wont—of the situation which existed here and throughout the rest of Australia. You pointed out that the more populous States of New South Wales, Victoria, and South Australia, used the initials MP. You also noted that New Zealand members used the same initials as did members in Papua New Guinea. In Australia, only Queensland, Tasmania, and the Northern Territory use similar initials to Western Australian members.

I would like to say that in overseas countries the initials MP are much more readily identifiable with regard to members of Parliament. I urge giving careful consideration to using the initials MP in the interests of simplicity and uniformity.

MR WILLIAMS (Clontarf) [9.55 p.m.]: I wish to discuss the plight of small businessmen and; in particular, I would like to refer to the difficulties associated with small businesses as a result of the high inflation rate and the activities of militant unionists.

Firstly, it is necessary to establish the causes and the reasons for inflation. Simply, inflation is

the result of excessive wage demands over and above what the community can afford to pay.

Mr Davies: You had better tell that to Fraser.

Mr WILLIAMS: The militant left-wing unionists have scant regard for the economy, and they demand increases at every opportunity.

Mr Tonkin: What about the oil companies; a 40 per cent increase?

Mr WILLIAMS: In turn, these increased wage demands lead to increased unemployment. While increased wages provide some extra purchasing power for certain sections of the work force, they have the effect of taking jobs away from other men and women. Jobs are lost to the work force and the main reason is that there is not enough money to pay the extra wages. The present rate of productivity will not cover increased costs and, therefore, the end result is a loss in the number of jobs available. An increase in one man's wage packet is at the expense of another man's job.

The same argument applies to inflation. When the wage packet of one man increases in line with inflation, that directly affects superannuated people on fixed incomes and, to a lesser degree, those people on pensions. Another group which is affected directly is the small businessmen.

Mr Harman: Particularly the dry cleaners!

Mr WILLIAMS: The inflation rate influences wage demands, and does not provide for the employment of more people. In the long term, the recovery of the economy will be only through the expansion of small businesses. As a result of the recovery of the economy we will see an improvement in the employment situation.

The small business sector employs 70 per cent of the Australian work force. Excessive wage demands over the past five years have already resulted in our goods being priced out of international competitive world markets. More importantly, it has become difficult to sell our resource commodities because of increasing costs. Those are the principal factors in the downturn of the Australian economy.

The Commonwealth Government has come into the picture by cutting back on expenditure in an attempt to bring some semblance of control to the economy but that has further dulled the economy. Without the expansion of our manufacturing industries and our mining industries we will not have an improvement in our economy. The result will be that the business climate will remain depressed. If we are to have continual wage demands and wage increases, in a restricted business climate, the situation of the small businessman becomes clear.

A small businessman employing 12 people, each receiving \$10 000 a year, has an annual wages bill of \$120 000. That businessman faces a 10 per cent increase in the next 12 months because of increased wages as a result of inflation and wage demands.

Mr Harman: The CPI adjustments are awarded every quarter.

Mr WILLIAMS: Wages are going up all the time.

Mr Tonkin: They go up to compensate for increases in prices.

Mr WILLIAMS: Increases are announced every week.

Mr Tonkin: The wages are increased only to compensate for price increases.

Mr WILLIAMS: As I said, increases are announced every week.

Mr Jamieson: Nonsense.

Mr WILLIAMS: I will quote an example.

Mr Tonkin: The fact is that wages are not going up in real terms.

The SPEAKER: Order! The House will come to order.

Mr WILLIAMS: The businessman has an increase of 10 per cent in his wages bill over the 12-month period, and we must bear in mind that because of the downturn in the economy there has been no change in the sales market situation, he is in a competitive industry, he cannot afford to put up his prices because of competition, and he has surplus capacity.

Mr Tonkin: Have you noticed the way petrol has gone up? Is that a result of wage increases?

Mr WILLIAMS: This man's business is working at only 70 per cent of its capacity, and his competitors want their share of the market. He finds his wages bill has gone up by \$12 000 a year, so he says that because of the downturn in the economy he cannot afford it. What does he do? He puts off one of his employees because otherwise he will be in a loss situation. He then has 11 people in his employment and those 11 people are now earning \$11 000 each a year but one person is not employed any longer.

Mr Skidmore: Whose fault is that?

Mr WILLIAMS: That one person has to apply for unemployment benefits.

Mr Tonkin: Why don't you fix things up? You are in government; why don't you do something? You have had five years and you have done nothing.

Mr WILLIAMS: The unemployment benefit which that one person will receive is collected from everyone else in the community through taxation. So the cycle is perpetuated, it goes on and on, and it is directly related to excessive wage demands.

Several members interjected.

Mr WILLIAMS: In the present economic climate a wage demand, no matter how small, has a severe effect on business because business is still trying to catch up with the 1973-1975 Whitlam era.

Mr Skidmore: It was not the Whitlam era; it was the Menzies era that caused all the trouble. Of course it was.

Mr WILLIAMS: That is not correct. In 1972 the inflation rate was below four percent; in 1975 it was 19 percent. It is significant that in the past many unions were prepared to accept the indexation guidelines. However, because of the natural growth—I emphasise, natural growth—the productive sector of the economy is showing signs of a slight return to buoyancy.

Mr Skidmore: Why are businessmen in trouble then?

Mr WILLIAMS: Once these militant left-wing unions realise there will be a slight recovery, they immediately decide to go for extra wage demands because of increases in productivity and margins for skill.

Several members interjected.

Mr Tonkin: What about the bank officers? Is theirs a militant union?

Mr WILLIAMS: Therefore, as we return to economic activity, so their demands will become more blatant, and they will do their part in retarding the economy and the recovery even further. That is what they are all about. Most of the left-wing militant unions are concerned only about gaining extra wages for their members. In no sense do they have any concern for the resultant impact on other unions or Australia in general. In fact, I think they are politically motivated—

Mr Tonkin: What about the bank officers?

Mr WILLIAMS: —especially those concerned in the iron ore industry. It is significant that in the iron ore industry strike at Mt. Newman last year the unions were not concerned only about damaging the company. They were trying to damage the whole of the Australian overseas operation. They were trying to put doubts about our reliability in the minds of our overseas customers.

Several members interjected.

Mr WILLIAMS: Our overseas customers must see us as a reliable country which is free of strikes.

Several members interjected.

The SPEAKER: Order! The House will come to order. I ask members to give the member for Clontarf the opportunity to deliver his speech.

Mr WILLIAMS: Fortunately, in that period last year the Japanese were not particularly concerned because they had a great stockpile of iron ore and industry in Japan was at a rather low ebb. However, the situation would be quite different if there were a dramatic upturn in the industry and economy of that country. Can members imagine the situation when the Japanese ships come here for iron ore and the Seamen's Union decides it will not handle the ships and the engine drivers decide they will not bring the iron ore down to the ships? This is the matter which is worrying the businessman today. He does not know where he is going because he is continually in a strike situation.

Let us now assume we can get the North-West Shelf gas project under way without undue strike and wage pressures. If we can accomplish that we will be in an immensely vulnerable situation in regard to shipment of our liquefied petroleum gas and liquefied natural gas because the contracts for those gases are negotiated on a non-delivery or non-acceptance basis in which the consumer or the producer pays. In other words, if Woodside is supplying a ship to Japan on a two-weekly basis under contract and when that ship arrives in Japan the Japanese, through industrial action, refuse to unload the ship, the Japanese must pay. Conversely, if that ship arrives in Australian waters and, because of industrial action at our ports, the ship cannot be loaded, Woodside must pay. That is the only way in which these contracts can be negotiated. There must be continuity with gas because it cannot be stored. That is the whole problem.

Mr Skidmore: That is not quite so.

Mr WILLIAMS: It is so. Our gas must be supplied on the basis of a non-strike situation. If strike action does take place in relation to natural gas, we can imagine the millions of dollars which will be involved in a period of a fortnight.

What worries me and the Government is that if the militant left-wing unions have the kind of power which will enable them to hold up these operations, they will be in an immensely strong bargaining position. Because of the magnitude of the North-West Shelf gas project, the economy will be at full capacity—in other words, everybody will be employed and earning good

money—so it will be very easy for a left-wing union leader to call his union out on strike at the drop of a hat. Business is worried about this and it is one of the major concerns of the Government.

Mr Jamieson: How much do you reckon those pipe welders will get?

Mr WILLIAMS: To take the matter one step further: let us consider the problems with these pseudo environmentalists who are slowing down projects at Wagerup and Worsley as much as possible. Why are those projects being slowed down? Because the recovery of the economy is dependent upon the establishment of these resource projects.

While we are on this subject, let us look at the resource projects. The figures I am quoting were obtained from the Department of Labour and Industry.

Mr Skidmore: They would be pretty right then.

Mr WILLIAMS: My word they are right. The potential capital investment includes a minimum of \$4 000 million on the North-West Shelf with a peak construction work force of 6 000 to 7 000 people.

Mr Skidmore: I note your point.

Mr WILLIAMS: The Yeelirrie uranium project will cost approximately \$350 million and at its peak it will employ 1 000 people. At its peak the \$200 million Wagerup project will employ 750 people. The \$800 million Worsley project will employ 2 800 people. Now members opposite can see why these left-wing militants are on the rampage at the moment. They do not want these projects to get off the ground.

If we consider all these projects together, a total of \$4 350 million will be invested in the State and the work force will be increased by 11 550.

The fact that there will be employment for all these people and that they will be receiving high wages will not suit the aims of the militant unionists. Their aim is to change the political structure of this country and this can be achieved only by pushing the economy further and further down.

Mr Bateman: Why hasn't your Government done something about it—it has been in power for 21 years in this State?

Mr WILLIAMS: These militants are seeking their own political solution.

Mr Bateman: You have been the Government for 21 years in this State.

Mr WILLIAMS: The Marxists have infiltrated the British Parliamentary Labour Party. We do

not have to go that far—already in the Western Australian Parliamentary Labor Party there are members with extreme left-wing views.

Mr Tonkin: Who are they?

The SPEAKER: Order!

Mr Skidmore: I could make a million bucks out of you as a comedian.

Mr Tonkin: Name the people.

Mr WILLIAMS: The member for Morley knows who they are.

Several members interjected.

The SPEAKER: Order! Members will come to order. There are too many interjections. It is certainly not fair on the member who has the call, and it is not fair on the *Hansard* reporter who has to try to record the debate.

Mr WILLIAMS: The interest of the left-wing militants does not lie in the continuation of a free enterprise Government. These people do not believe in a parliamentary system as we know it, because our form of a democratic parliamentary system provides the best possible standard of living and the highest degree of freedom for our people. The militant unionists do not want this. We have heard Labor Party members speak here tonight, but these members must be held responsible for our present ills. They represent the left-wing unionists in this country, so the Western Australian Parliamentary Labor Party must be held responsible.

Mr Tonkin: Are you talking about the militant bank officers?

Mr WILLIAMS: The members of the Parliamentary Labor Party are responsible for the disgraceful conduct of these militant unionists in industry. So it is humbug for these Parliamentary Labor Party members to be critical of our handling of the unemployment situation when they and their comrades are fully responsible for the present problem.

We must bring the disruptive unions into line. If we do this the unemployment figures will decrease. To overcome the problem we must stop the excessive wage demands so that we give the small businessmen a fair go. We must get the unions off the backs of the small businessmen so that these businessmen have a chance to return to a profit situation.

Mr Tonkin: You would agree with that.

Mr WILLIAMS: The small businessman must have a chance to assess his position. We must see that he can proceed secure in the knowledge that there will be no more strikes. We must restore his confidence. If he knows where he is going in the

next two or three years, he can organise the purchase of new plant and machinery and in this way more employment will be created.

Mr Skidmore: This is a most entertaining speech—will you come and perform for me?

Mr WILLIAMS: He will be prepared to do that only—

Mr B. T. Burke: —if there is a demand for his product. He already has excess capacity, you dummy.

Mr WILLIAMS: The businessman will take such action only if he is sure there will be no excessive wage demands, no strikes, and no shop floor sabotage.

Mr B. T. Burke: How does that affect demand?

Mr WILLIAMS: Industrial disputes add dramatically to costs.

Mr B. T. Burke: They might add to costs, but how do they affect demand?

Mr WILLIAMS: Small businessmen do not require advice and control through a statutory commission or a Government department. Such an idea was suggested by the member for Ascot, but I do not believe it is necessary. The only result of such action would be to hang a millstone of bureaucracy around the neck of small business. All small business requires is that the unions realise their proper place in industry and commerce—

Mr Skidmore: Down on their hands and knees.

Mr WILLIAMS: —and when this is realised and achieved the initiative of free enterprise will supply the ingredient for full employment.

MR NANOVIICH (Whitford) [10.16 p.m.]: I rise to support the motion moved by the member for Murray. One might say that it has been a long time between drinks! It is a little like playing a game of cricket in century heat with no wickets falling.

Mr Pearce: We have seen you straying in and out!

Mr NANOVIICH: The Address-in-Reply debate would have been completed some time ago had not the Opposition moved amendment after amendment.

Mr H. D. Evans: Shame!

Mr NANOVIICH: The Opposition has wasted the time of the House deliberately. I know that the member for Morley would agree with my statement wholeheartedly.

Mr Carr: Isn't that what you are doing now?

Mr Tonkin: You are a comedian.

Mr NANOVIICH: I am just waiting for the attack of the member for Geraldton.

Mr Tonkin: Just move your amendment.

Mr NANOVIICH: I do not intend to move an amendment—I am not as silly as members opposite. The member for Morley makes stupid statements in the Press calling his colleagues bludgers.

Mr Tonkin: I do not call any of my colleagues bludgers. You ask about six questions a year.

Mr NANOVIICH: The member for Morley says that the Government is making a mockery of Parliament.

Mr B. T. Burke: You are being unfair; next you will be getting at me!

Mr NANOVIICH: I said the Opposition was deliberately trying to waste the time of the House.

Mr Tonkin: We operate under the Westminster system.

Mr NANOVIICH: The member for Morley cannot get that fact out of his head, can he?

During the first part of this session we saw a number of demonstrations outside Parliament House. These demonstrations were instigated by the militant unionists, and I would like to refer particularly to the group that demonstrated against the Government's intention to close the Perth-Fremantle railway line.

Mr Tonkin: Do you mean those false documents?

Mr NANOVIICH: I appreciate that some of the people then present were genuinely concerned about the issue.

Mr Tonkin: Like the member for Subiaco, do you mean?

Mr NANOVIICH: I wonder what those people thought about what happened during the demonstration. I have never witnessed such stupidity. How could singing and guitar playing help the cause?

Mr Skidmore: I thought it was pretty good.

Mr NANOVIICH: Many people must have gone away quite disappointed. Certainly the demonstration was a complete failure if its aim was to make the Parliament aware that the people are concerned about the actions of the Government.

I was particularly pleased to hear the member for Greenough pay a tribute to his predecessor and a former Premier of Western Australia, the late Hon. Sir David Brand. I want to join with him in his tribute to Sir David. He was a great man, and I heartily endorse the remarks made by the member for Greenough. I believe Sir David's

name will be a legend in Western Australia for many years.

I would like to make special mention also of comments made by the member for Clontarf concerning the damage being done to our community and our economy by the union movement. A clear example of an irresponsible union was seen recently at the Wanneroo hospital site. I refer to the earlier incidents when the unions took over and police had to be called in. Once we get to the situation of people picking up pieces of wood and marching towards their work place saying, "All I want to do is to work and support my wife and family", we wonder whether there is any democracy. Yet we hear a constant cry from members opposite that they believe in democracy. How can a situation be called democratic when a person can be prevented from working to support his wife and family?

Recently I was in contact with a certain person from that hospital site, concerning the difficulty he was having in finding bricklayers. He had advertised for about three weeks and had failed to get one worker on the job.

Mr Skidmore: The Government will not do anything about training them.

Mr NANOVIH: I made inquiries at the Commonwealth Employment Service office in Greenwood, and the officer told me he had received a phone call from the person to whom I had been speaking. Of course, the officer immediately took steps to have the positions filled. He had 10 unemployed bricklayers registered at his office, and within 24 hours the positions were filled.

The contractor was delighted. He phoned me and said so, and I spoke personally to the CES officer and told him he had done a fine job in finding the bricklayers in such a short time. About five or six days later I happened to be speaking on the phone to the contractor, and I asked him how his new brickies were going. He told me he was then looking for 12 bricklayers. I asked him whether he had more work, and he told me he did not have more work; he needed more bricklayers because a few days after the last lot started the heavies from the unions had moved in and insisted that the brickies join a union.

All those brickies wanted was work. They would not join the union, and they had to leave the job because pressure was brought to bear on the contractor. If the bricklayers had not been sent off the job the whole site would have been black-banned and all the other tradesmen on the site would have gone on strike. So the bricklayers had to throw in their jobs and the contractor was

looking for another 12 workers. Do not let members opposite try to tell me that unions do not extort and interfere with the work force in the construction industry, and in industry generally.

Mr Skidmore: Some degree of control is exercised over the subcontractor by the prime contractor. You check it out.

Mr NANOVIH: I think that is disastrous.

I want to endorse some of the remarks made by the member for Karrinyup. I am particularly pleased to see that the long-awaited boat launching facility for the northern suburbs is well under way. I would like to thank the member for Karrinyup for his contribution; we made a tremendous joint effort and put a lot of work and negotiation into it.

Soon we will see the boat launching facility being utilised by many thousands of boat owners. However, the first stage of the parking area and boat ramps is about to be completed, and I would point out that the original plan shows that a levee or bund is to be created, necessitating a certain amount of reclamation. I believe that work if carried out would interfere with the entry of boats into the launching facility from the sea. I certainly hope agreement can be reached between the local authority, the Public Works Department, and the environmental people and a decision made not to go ahead with the construction of the levee. I consider it would be a retrograde step if it were constructed. From discussions with officers of the Public Works Department and the local authority, I understand that no harm would result to boats entering the facility from the sea if the levee were not built. Boats will not be allowed to be penned within the facility. I certainly hope those concerned can get together and overcome this problem.

I would like to add my support to the remarks made by the member for Karrinyup regarding the Town Clerk of the City of Stirling (Mr Jim Glover). It is a case of "well done" to the Metropolitan Water Supply, Sewerage and Drainage Board, and tough luck to the City of Stirling. Mr Glover was a fine officer in the 18 months he has been with the City of Stirling. He has set a good example. He is a strong and efficient man who has controlled the workings and the finances of the City of Stirling very well. It is always a sad occasion when such a fine officer is lost to local government.

I would like to spend a little time talking on waste disposal. I congratulate the Perth City Council, the Stirling City Council, and the Wanneroo Shire for combining to provide a facility for the disposal of waste.

I do not agree fully with all the comments made by the member for Karrinyup, and later I will quote some figures which probably differ a little from his. The Minister was reported as having said common sense and co-operation were the main factors resulting in the three local authorities being able to work out the new baling centre proposal. I believe it will be successful in the short term, but I cannot see any long-term future for the baling method. The newspaper report on this matter quoted the Minister for Health as follows—

... he hoped that as processing techniques improved and became more sophisticated there would be an end to sanitary land fill.

That gives some indication that recycling is not too far in the future. Unfortunately, the greatest problem with recycling lies in the high initial cost of establishing a plant. Local authorities are not in a position to finance these plants individually; they need to co-operate and co-ordinate their activities; it is only in this way we will ultimately see the recycling of rubbish in Western Australia. However, I wish to make it clear I do not support the establishment of a statutory authority.

I have obtained some approximate figures relating to the cost of baling rubbish. It is estimated it will cost the City of Stirling something like \$3 per tonne for the actual baling operation, \$4 per tonne for transport, and about \$2.50 per tonne for the servicing of loans, a total of \$9.50 a tonne.

I understand private enterprise is prepared to install these plants if it can obtain an assurance from local authorities that the waste will be carted to those plants. Private enterprise is seeking 10-year contracts at \$6 to \$7 per tonne, which represents a substantial saving over the estimated \$9.50 per tonne for the Stirling City Council.

Mr H. D. Evans: But the Stirling City Council will still have to bear the cost of carting the rubbish to the private baling plant, which would make up the difference.

Mr NANOVIK: Yes; but \$9.50 per tonne is much more than the price quoted by private enterprise to do the job; and these people are also prepared to install the recycling plant themselves.

Of course, it is easy to dump rubbish in open areas. Local authorities sometimes are put under pressure by their ratepayers and are forced to find areas for the dumping of rubbish only as a matter of convenience. There is always the danger of pollution in such a method of rubbish disposal. I can see in the not-too-distant future, due to pressures by people anxious to protect our environment and because of the ever-present risk

of pollution, that rubbish will be recycled in Western Australia.

Mr Harman: There is always the risk of salmonella poisoning.

Mr NANOVIK: Later in my remarks I will read a list of some of the dangers inherent in the open dumping of rubbish.

At the moment, it costs the Wanneroo Shire about \$1.70 per tonne to dump its rubbish. This is quite cheap compared with the baling or recycling methods. However, that situation will not last forever. Wanneroo has in its favour the fact that there is a great deal of vacant land in the area, some of which can be used for the open dumping of rubbish. But because of the development which is continuing in the area, the demand for these sites will grow and it will not be too many years before the Wanneroo Shire finds itself under pressure in regard to the dumping of rubbish.

Mr Barnett: Have you examined the Tigran recycling system?

Mr NANOVIK: Yes.

Mr Barnett: That system is being installed at Rockingham. What do you think of it?

Mr NANOVIK: I have some jars of the completely refined product, but unfortunately they are not with me now. I will bring them to the House so members who have not had the opportunity to examine this material can see just what can be achieved by the recycling of rubbish.

We will need the support of the Public Health Department to establish a proper system of recycling rubbish. We should not simply leave it to private enterprise, although private enterprise already is prepared to establish these plants if it can obtain guaranteed contracts from local authorities to supply the waste and ensure its machines are kept in operation. I believe it is still worth examining.

The Wanneroo Shire picks up in the region of 100 tonnes of household waste a day. In addition, some 60 tonnes of rubbish is taken to the Wanneroo tip by local and outside residents. So, within the shire there is a dumping requirement of about 160 tonnes a day. This figure will grow as the population continues to grow.

There are many problems associated with the current method of waste disposal. On the economic side, it is a non-recoverable operating cost. There is the ever-present requirement for dumping sites. I do not mean that new sites must be found every six months or so. However, dumping areas do reach a capacity situation and this causes problems of planning in local councils. The open dumping method pollutes the land,

water, and air. It precipitates the breeding of flies and vermin, and allows scavenging by birds and sundry animals, which in turn creates a hazard in the transfer of salmonella and other bacteria.

I turn now to the type of waste which can be disposed of by recycling. In the organic area, there is garden waste, activated sludge, wheat dust, abattoir wastes, carcasses, poultry manure and processing residue, hotel waste or pig swill, wool scourings, cannery waste, vineyard waste, sewage and septic waste, and clinker dust.

The material which is described as inorganic represents approximately 20 per cent of household waste, and comprises glass, ferrous metals, non-ferrous metals, plastics, sump oil, motor vehicle tyres and builders' rubble. The plant would process all those wastes, converting and separating the organics into fertilisers and stock feed pellets, converting combinations of organics and inorganics into fuel powder pellets, and inorganics into ferrous and non-ferrous metal pellets and glass powder.

I certainly hope local authorities will come to realise that waste disposal no longer is going to be a cheap operation.

Mr Davies: It never has been very cheap, if you look at my rates.

Mr NANOVICH: I hope local authorities grasp this opportunity, and co-operate to establish these recycling plants.

I have discussed the problems of smell associated with the open dumping of rubbish. I turn now to the Beenyup waste water treatment plant which was established about nine years ago. Of course, the plant was not as large then as it is today; the plant has continued to expand to service the needs of a growing area. It is debatable whether this development has had much to do with the current problem. The plant ultimately will accommodate the needs of about 600 000 people ranging from Ocean Reef, Wanneroo through to Scarborough, Dianella, and Bayswater through to Midland.

The problem currently disturbing the residents who live near the treatment works is causing great concern. The plant itself won an award for its design. It is a great pity that the problem has not been eliminated more quickly. However, I have confidence that the senior officers of the board will accomplish this.

It has been said generally that the problem is with the incinerator. There are many areas within the system. I will quote just a few. There are the inlet, screens, grit removal, primary sedimentation, aeration tanks, blower house, clarifiers, sludge pumping station, effluent

disposal, odour control system, service ducts, thickeners, centrifuges, hydrogritters, skimmings concentrators, incinerator, and finally the return liquors. There are problems in certain of those areas.

I understand that originally it was anticipated the majority of the working plant would be roofed. If that is the case, I believe steps ought to be taken fairly quickly to have the area roofed. There would be some means of control. The smells would not come out. They would be confined to an area. I believe that would make it easier—

Mr Skidmore: You would have to vent it, of course.

Mr NANOVICH: Yes. However, the problem could be concentrated in one area. At present a further machine is being installed which should eliminate the smell to a large extent.

Mr Skidmore: Where do they feel the smell is coming from?

Mr NANOVICH: It is coming from a few of the areas. It has been said generally that it is coming from the incinerator. However, it is not. There are other areas within the system which are not fitted out properly with the right type of equipment.

The company from which the equipment was purchased is an overseas company. I know that representatives of the company are constantly visiting Australia. They have just been here to inspect the system while the new machinery is being installed.

I hope the Water Board takes note of the fact that people are concerned. They were prepared to put up with it during the time the system was being assembled, and while other problems were occurring. However, I hope that the board takes the opportunity to rectify the system as quickly as possible so that relief may be given to the people who are affected.

I wish now to deal with an area which is on the boundary of your electorate, Mr Acting Speaker (Mr Crane). I had a great deal to do with the Wangara industrial estate while I was the member for Toodyay. The estate was officially opened by our Premier less than two years ago. At that time, a few industries were established but today there are over 210 lots in the estate. They are not all the same size; they do vary.

The subdivision of the lots and the provision of services such as roads, sewerage, and water cost \$7.5 million. To date, 154 lots have been sold and the cost of the land was \$7 million. Of the 154 lots that have been sold, applications for

development have been lodged with the shire in relation to 75 lots. Of those 75 lots, the applications have been approved by the local authority in relation to 64.

The amount of money paid for the land was \$9 152 000. There are 62 businesses now operating in the estate. Of course, this number is increasing all the time. Currently there are more than 450 people employed within the estate.

It is projected that all the lots will be sold within two years, and that the estate will be developed completely within five years. That would mean a working population of about 5 000 people within the estate.

The total amount of money spent within the estate is nearly \$24 million. That includes the development costs of \$7.5 million, the land purchase cost of \$7 million, and the cost of buildings at \$9 152 000. When the whole estate has been completed, it is estimated that a further \$30 million will have been invested.

Mr Jamieson: What about a nuclear power station up that way?

Mr NANOVIK: That has not been decided finally, has it?

Mr Jamieson: What is your attitude to it?

Mr NANOVIK: I will give the member for Welshpool my attitude when the time comes.

Mr Davies: After the election?

Mr Jamieson: You are not opposed to it?

Mr NANOVIK: Within the estate all types of facilities are available. One could go there and buy practically everything required to build a house. There is a new car franchise and frozen foods and pet meats are being sold there. There are printers, newspapers, insurance brokers, and engineering, air-conditioning, plumbing, and electrical firms. There is even a funeral director's business.

The estate needs the support of the people. It is up to the people to patronise it. They must realise that the facilities are provided for them. They have to make every effort to ensure that they support the estate, if it is to survive successfully. I hope the people realise that those facilities are available within their community.

There may be problems at the moment in relation to public transport. However, I believe that those problems will not be everlasting. They should be resolved in the near future.

I do not think I should dwell much longer on this matter. I know the hour is getting late.

Mr Davies: No, no!

Mr NANOVIK: I do not know whether the Opposition still has it in mind to move an amendment to the Address-in-Reply—

Mr B. T. Burke: We thought you might move one, opposing the building of the nuclear power station near your electorate.

Mr Pearce: We will support you on that.

Mr B. T. Burke: You move that.

Mr NANOVIK: I am sure that if members opposite were in government, they would be doing exactly the same as we are.

Mr Davies: Do you want to bet?

Several Opposition members interjected.

Mr NANOVIK: They have demonstrated their opposition to the Government's move in relation to the closure of the Fremantle-Perth railway. However, they had the audacity to introduce a Bill to do the same thing when they were the Government.

Mr B. T. Burke: You have never been afraid before to state exactly where you stand. What about the nuclear power station?

Mr NANOVIK: The member should watch out that I do not stand on his head.

Mr B. T. Burke: You have never been afraid before to state your case.

Mr NANOVIK: The plant will not be there next year. Members opposite should realise they were proposed sites only.

Mr Jamieson: It will not be there next year, but it will be the year after.

Mr NANOVIK: The Opposition has been taunted enough for one night.

Mr Jamieson: We just wanted you committed.

Mr NANOVIK: Is it because the member is going to tell Mr Griffiths? The Opposition's effort last night was not a good one; it was, in fact, a very poor demonstration. I was most disappointed to see the Opposition make a personal attack on the Minister for Transport. Members opposite attacked the man rather than the policy.

Mr Jamieson: The Minister attacked Mr Pitsikas.

Mr NANOVIK: No, he did not.

Mr Jamieson: Oh yes he did.

Mr B. T. Burke: You were not here for all of his speech.

Mr NANOVIK: Yes, I was.

Mr B. T. Burke: No, you were not.

Mr NANOVIK: The Opposition's inability to win an argument was clearly demonstrated by its personal attack on the Minister for Transport. It

was a very poor effort and showed clearly that again this session the Opposition wishes to continue in its usual way which will not get it very far.

Mr B. T. Burke: At least we didn't say we would stand on the Minister's head.

Mr NANOVICH: Unless the Opposition can come up with facts on which to base arguments it will fail again in the next election. The Government will probably pick up seats that it should have won at the last election. I support the motion.

MR COWAN (Merredin) [10.52 p.m.]: It has been a tactic of the Opposition—

Mr Skidmore: Don't upset us by starting like that.

Mr B. T. Burke: No more preference deals; we are not buying them.

Mr COWAN: —to introduce amendments to the Address-in-Reply to highlight areas of policy the Government is pursuing and which the Opposition believes to be wrong. The National Party has made it quite clear that it is not going to support any amendment to the Address-in-Reply. Despite the fact that we are not supporting any amendments, the Government should note that some of the criticism which has been offered in this House on Government policy is in fact valid. The Government would be foolhardy in the extreme if it did not pay attention to some of the areas of policy that have been criticised and brought to the attention of this House and the general public in an election year. I am sure the Government will give some attention to the matters that have been raised.

I have some matters which I believe I have a responsibility to raise and I intend to air some of my reservations on Government policy.

Mr H. D. Evans: Are you going to move an amendment?

Mr COWAN: I thought I had made it clear to the member for Warren that we would not be moving amendments. There are some areas of the Premier's policy on the development of our resources which require consideration. The policies which have been expressed are certainly the policies of the Premier. I think he would be the most influential member of the Government.

Mr B. T. Burke: You are forgetting the Minister for Transport.

Mr COWAN: No, I am not. The Premier is certainly a dominant personality when it comes to deciding which policy is to be implemented. There have been indications in the past that the policies which have been pursued by the Premier—or the

Government, if members prefer—have been wrong. I cite two examples—the Kwinana power station, and the Ord River scheme. I would like to be able to say publicly in 10 or 15 years' time that the construction of the Ord River dam was perhaps one of the great demonstrations of foresight on the part of the Premier, but at the moment such a statement could not be justified.

Mr Jamieson: On the part of whom?

Mr COWAN: On the part of the Premier; he was the driving force. The Premier got the Commonwealth Government to come in.

Mr Jamieson: It was approved by Commonwealth legislation in 1958 and the go-ahead was actually given on the 20th April, 1959, a few days after this Government took office.

Mr COWAN: The Premier was still the man who influenced the decision. The part of Government policy of which I am most critical is the proposition relating to the North-West Shelf. There has been intense promotion of this project, and quite understandably so. It is an immense project and it means a great deal to a State whose economy is based on resource development. There is no question of that.

Nonetheless there are some areas of doubt in my mind and in the minds of many other people, particularly in the light of the changing world situation in regard to energy stocks and in particular the oil resources which are available to the free world. I have some areas of doubt as to whether or not the North-West Shelf gas should be export-orientated. I see no reason for a project as large as this to have the major portion of its finance earmarked to be set aside for the export section of the industry.

Further, I see no reason at all for this State to be transporting its gas to Pinjarra purely and simply to be consumed as a heat energy resource in the bauxite refining industry. I am sure the member for Collie would agree with me if he were here, that there are other sources of heat energy which are far closer and could easily be utilised. The point is that for the North-West Shelf to be an immediate "goer" there must be a captive domestic market. This is exactly what the Alcoa bauxite industry will provide. It provides a captive domestic market which will give a sufficiently large consumption to enable the developers to commence their construction project.

As far as I am concerned in a situation where Western Australia will become more and more reliant upon OPEC countries for its oil and consequently for the continuation of its automotive industry, it is essential that there

should be a re-examination of the North-West Shelf project to make sure that, instead of using vast sums of money to ensure we can export this gas, some of that money should be used to ensure we can convert the gas into a product which can be utilised in our own automotive industry. By that I mean those areas of industry which use machinery and road vehicles. The agricultural and mining industries are totally dependent on that type of machinery. If we are going to become dependent on OPEC countries, we can be held to ransom by them unless we have our own alternative source of energy available, and we have it, provided we utilise it sensibly.

Having referred to Alcoa and the alumina industry, I should like to touch on the policy in relation to bauxite mining. I understand there has been a renegotiation of the Alcoa agreement, particularly with regard to royalties in Western Australia. I was taken to task by the Premier in my local newspaper about the matter of bauxite royalties. I hope the Premier read the article and authorised its release by his Press department. I should like to quote from it as follows—

“Not from Mr Cowan or his colleagues will people hear the tragic story of Jamaica, which pushed royalties through the roof—and now has a shrinking bauxite/alumina industry as a result.

“Mr Cowan and the National Party want higher royalties to pay for reafforestation of the mined areas.

“But under legislation already in force these areas have to be replanted by the company at its own expense—and to the satisfaction of the Forests Department.”

I would like to tell the House about the Jamaican bauxite industry. Jamaica is a member country of the International Bauxite Agreement. The royalties levied in that country amount to between \$17 and \$23 a tonne—this is for bauxite—depending on the purity of the product. In Western Australia the royalty amounts to approximately 20c a tonne. In the agreement for development of the bauxite industry in Jamaica clauses exist which require 51 per cent ownership by the State.

Sir Charles Court: Your figures are not right for the royalty. The Minister has already corrected that once.

Mr Mensaros: The figure is \$1.38.

Mr COWAN: That is from the 1st July.

Mr Mensaros: And before that it was about 57c not 20c. You are taking the base rate.

Mr COWAN: Let us then compare \$17 to \$23 a tonne with the corrected royalty figures of \$1.38 per tonne given by the Minister.

Mr Mensaros: You should realise that the Jamaican figure includes income tax.

Mr COWAN: In Jamaica there is a requirement in any agreement that a developing company must allow the State to have 51 per cent ownership. It is that requirement that is sending the companies away from Jamaica, plus the fact that they can get bauxite in Western Australia for approximately 1/50th of the cost in these other countries.

Sir Charles Court: You are quite wrong, because the Jamaican figure includes income tax. If you measure the two together you have a different situation.

Mr COWAN: As far as I am concerned I am talking about royalties and the required ownership by Jamaica. The developing companies there pay income tax and I am aware it is at a different level from the tax paid here; but nevertheless the company which is extracting bauxite from Western Australia is able to obtain it for a lesser price than it can obtain it in Jamaica.

Sir Charles Court: Do you want to send the companies away?

Mr COWAN: I do not want to send the companies away.

Mr Stephens: We do not want to give it away, either.

Mr COWAN: We do not want to send the companies away. We welcome the development of our natural resources, because we have a resource-based economy.

Sir Charles Court: You have already told us you want to put the North-West Shelf development on ice. Now you want to stop this.

Mr COWAN: I have not said we want to put the North-West Shelf development on ice. I have said we want to re-examine that project to make sure we are making full use of the resources available to us. Simply because the Premier has a policy, it does not necessarily mean it is the right policy and everybody else's opinion is wrong.

Mr Bateman: That is what the Premier says.

Mr COWAN: The Premier must expect people to have opinions about everything and their opinions should not be ignored. Every time people express an opinion it does not necessarily mean they are wrong and the Premier is right.

I am expressing the opinion that bauxite royalties in Western Australia, in the light of the

situation in Jamaica and the royalties demanded by other countries, may be too low. I should like to refer to the part of the Premier's statement which referred to reforestation. I am perfectly aware of the situation relating to reforestation of mined areas in this State. I am aware also that Alcoa has agreed to reforest diseased areas where mining has taken place.

Mr Jamieson: Have you had a discussion with Alcoa about this?

Mr COWAN: I have visited Alcoa and I have had discussions with the officers there. We will be having further discussions with them.

Mr Jamieson: Have you been through their drill on it and discussed it fully?

Mr COWAN: I should like to tell the honourable member that we have done so. We are fully aware of what is being done and within the confines of the agreement Alcoa is doing a great job.

The point I should like to make is: why should something which would be a requirement in any other place be able to be done here with all of the public relations "hooha" that can be mustered? There should be a requirement that we have a royalty high enough to ensure research is carried out into diseases which affect the forests and that reforestation is performed as a matter of course, not as a matter of company goodwill.

Mr B. T. Burke: The Premier has never been able to grasp that sort of logic though.

Mr COWAN: Those are just two issues of State policies which I would like to have brought to the attention of the House. If investigations were conducted I believe the Premier and the Government would find that the views I have expressed are views which are held by a number of people. People do not mind our resources being developed, but they understand such resources are finite and they want to ensure this Government, as the Government representing the people of Western Australia, extracts from the developing companies the best possible deal for the State. That does not mean only in the areas of employment, bigger projects, and increasing the size of all of these development projects as is being done by Alcoa. It does mean we must get lasting benefits, not just for ourselves, but for future generations of Western Australians.

Mr MacKinnon: Do you not think the Government is in line with that philosophy?

Mr COWAN: It would appear to a number of people that the answer to the question asked by the honourable member is "No". I should like now to turn to some more parochial issues which

are very important to me and to the people I represent.

Mr B. T. Burke: Nigeria!

Mr COWAN: I would be remiss if I did not bring these matters to the attention of the House and hopefully Government members will read *Hansard* and perhaps do something about what I intend to raise.

Firstly, I want to refer to local government. There are three issues which are particularly irksome to people in the area I represent.

Mr B. T. Burke: You need a new Minister for Local Government. She is making a terrible hash of it. Have you not seen the criticism in the paper from every shire?

Mr COWAN: The comment made by the member has nothing to do with what I intend to say.

Mr B. T. Burke: I do not know what you are going to say until you say it.

Mr COWAN: Three years ago the Shire of Merredin made an application to the Minister as a result of a court action for an amendment to the Act to provide for special rating. We have a difficult situation in Merredin. The same difficulty is experienced by any town—Manjimup is one—which is a regional growth centre, and is fairly large, but does not operate as a town council. The problem concerns the distribution of rating.

It could be said that local authorities should not have wards but that if wards are involved, then for rating purposes they should be completely disregarded. However, unfortunately this is not the case. In Merredin there is a situation where as a large growth centre something like three-quarters of the population live in the town but pay approximately one-quarter or one-third of the rate. Many people consider this is an anomaly and that the only way to correct it is to adopt a system of rating using the annual rental value, but this system creates more anomalies than it corrects.

In the case of Merredin a specific rate was applied, but as a result of a court action it was disallowed. It was stated that an amendment to the Act should be made to allow the shire to apply a specific rate.

Mr Laurance: It was more a public facility to be paid by a few but used by many.

Mr COWAN: It was for the provision of trees and parking bays which would be used by most people.

Mrs Craig: The rate applied was a differential rate—not a specific rate. The Local Government Association has formed a committee to look into

the matter of differential rating and will, I understand, advise me of its recommendations in due course. This committee was formed as the result of a matter brought to the Country Shire Councils Association conference last year—the decision to amend the Act and the manner in which it will be done will depend on the recommendations made and the attitude of all councils to such an amendment.

Several members interjected.

Mr COWAN: The situation is that the local authority requested an amendment to the Act. The request was supported by other local authorities. I believe they are now seeking the support of the Country Shire Councils' Association. If local authority is to be given some autonomy that amendment should be made so that local authorities can apply the differential rate.

Mrs Craig: I am sorry, you are not correct. When the Country Shire Councils' Association supported it they decided that as an association they would form a committee to investigate it, and that investigation is still proceeding. I am still waiting for its recommendation. That is the situation.

Mr COWAN: I thank the Minister for her comment.

Several members interjected.

Mr COWAN: The point I want to make is that local government should have some autonomy and should be able to make a decision on differential rating. The ratepayers will determine whether or not the decision is wrong.

Mr Laurance: The magistrate who heard that case—

Mr COWAN: I am not particularly concerned about the magistrate who heard the case. The whole court case proved the Local Government Act to be a very untidy Act. The magistrate ruled one way, the Supreme Court ruled another way, and then a full sitting of the Supreme Court ruled in favour of the magistrate. So no-one will convince me that represents a mark of respect for the Local Government Act.

Mrs Craig: There is no problem with the Act. The problem concerns the court.

Mr COWAN: Of course it is the Act. The court could act only in accordance with the Statute that is on the book. That Act needs to be examined—and examined urgently—in the light of all that rigmarole.

Several members interjected.

Mr COWAN: Another matter relating to local government does not so much concern the

Minister as it does the Premier. It deals with assistance required by local authorities to enable them to act as land developers for their areas. Shires are discovering more and more that the cost of providing serviced blocks is becoming prohibitive and they are in urgent need of assistance, particularly for the provision of essential services such as sewerage, power and water.

Mrs Craig: Yesterday the Country Shire Councils' Association passed a motion indicating that the shires wished to develop their land and bear the costs themselves.

Mr COWAN: I understand the local authorities would dearly like to develop their land, but the cost of development is prohibitive. Because of the prohibitive costs involved four shires in my electorate find it impossible to persuade any private developer to develop the land they own in their shires. The councils want to take over the land themselves in order to develop it, but the cost to them is also prohibitive. As a result they are seeking some form of assistance. I cannot speak for other shires but the four in my area want Government assistance for the provision of sewerage, power and water on blocks of land which they wish to make available to enable their towns to continue to grow.

Another matter specifically relating to my territory deals with road grants to local authorities responsible for the maintenance of roads which service off-rail bins. It is essential that specific grants be made available to shires to ensure that the roads that service these bins are maintained. This is necessary because of the large volume of grain involved.

There are, as in every other country electorate, businesses which are totally dependent upon the agricultural industry.

The SPEAKER: Order! I ask members to keep the level of casual conversation down as the *Hansard* reporter is having difficulty hearing the member on his feet.

Mr COWAN: I was saying that in my area there are a large number of concerns which are dependent upon agricultural industry for their business. Most members in this House are aware that the agricultural industry, because of seasonal difficulties, is suffering greatly in the entire wheatbelt area. These businesses will be in need of a great deal of financial assistance, as are the farmers themselves. I would certainly hope that when some effort is made to extract funds from the Commonwealth for the purpose of loans to the farmers for drought relief, some consideration be given to these businesses. It is hoped that those

businesses will be able to secure finance on the same favourable terms that are made available to primary producers.

It is ludicrous to have a situation whereby farmers are able to obtain drought loans at very favourable interest rates and repayment terms; and businesses, which are there specifically to support the farmers, are unable to acquire the same sort of assistance. It is essential that they should be included so that we do not see a repetition of what happened in 1969. I can assure members that there are many areas in the marginal wheatbelt districts that are still attempting to recover from the effects of the 1969 drought.

Another matter of importance relates to the contributory extension scheme as it exists today. The Minister for Fuel and Energy and the Minister for Education visited Kulin last Tuesday and met with several people who are hoping to have their properties connected to power.

I think the property of almost every member in this Chamber would be connected to electric power. Most of the properties would have been connected at a cost of \$15.

Mr Davies: Did you get an invitation to that meeting?

Mr COWAN: No.

Mr Davies: That is typical.

Mr COWAN: It was not in my territory. The people in the country, to whom I am referring, face a charge of \$9 800 to have their properties connected to the electricity supply.

Mr Tonkin: That is free enterprise.

Mr COWAN: It is not free enterprise; it happens to be a public utility that provides power.

Mr B. T. Burke: Tell the Premier to rip it up.

Mr COWAN: I would like to relate a matter which is constantly brought forward in this House. I am aware the Leader of the National Country Party has said that while in government one is able to influence the Government. I happened to be a Government back-bencher—as members in that position are commonly known, although I know the position does not really exist—and at one stage I chaired a committee to investigate the CES charges and the changed policy of the SEC.

That investigation was carried out over 12 months ago as a result of the SEC increasing CES charges by 100 per cent. Not only were the charges increased, but the SEC decided to ignore some parts of the State which were to be connected to power. That decision was arbitrary; it was not taken in consultation with Government

back-benchers. When we complained about the decision a committee was set up, and that committee reported to the State Government. The committee was interested in the 2 per cent of the rural population whose properties still were not connected to power.

The committee recommended that the SEC should revert to its original policy and connect people's properties to power at the old rate. Most members would be aware that in the tariff charge of the SEC there is a component to cover capital works. It seemed ludicrous to me that people living in a country town could have power connected to their properties for a fee of \$15, but those living outside the town had to pay up to \$9 800 for a similar service. That is discriminatory to the extreme.

For the life of me I cannot understand how this Government, which purports to support the farmers, allowed the commission to put forward a policy such as I have outlined. Firstly, it was submitted without consultation with Government back-benchers. When the back-benchers were made aware of the policy we combined and formed a committee, and reported to the Government. However, that committee report was ignored.

As far as I am concerned, the present policy of the SEC will lose this Government many votes because nobody can afford to pay a fee in the vicinity of \$10 000 to have electricity connected to his property. I believe that in one area where the people were not able to pay for the connection themselves, the local shire raised a loan of \$250 000 in order that its ratepayers could have the same facility which everybody in this Chamber regards as essential.

I would like to conclude by dealing with the inclusion of party policy in what can be termed "government". I am aware that the Governor's Speech provides an outline of the policy of the Government, which the Government then sets out to pursue.

We have a coalition Government—or an alleged coalition Government—at the moment. I would have thought that for two parties to make up a coalition they would have two separate policies, and that the two policies would be married. The resulting issue would be the Government policy.

Mr Pearce: It is purely a *de facto* relationship.

Mr B. T. Burke: Or a shot-gun wedding!

Mr COWAN: I have looked at the NCP policy and I have observed that in all areas where that policy differs from the policy of the Liberal Party it is not implemented. I ask members in this

Chamber to cast their minds back to the Mining Bill, the matter of worker participation, meat marketing reform, and the Kimberley by-election.

I have been reminded that the abolition of death duties was implemented. However, I can assure members in this place that the abolition of death duties was not implemented because of the coalition Government. When I was in the NCP it was part of that party's policy. In other words, that policy was to be implemented before the coalition was discussed.

There is no place in politics, in Western Australia, for an organisation which is not prepared to insist that its policies be implemented. We have made our policies perfectly clear, and we have also made it clear that we will insist on the implementation of those policies. If we ever reach the situation—and I am fairly confident; in fact, I am very confident it will come—where the National Party in the next Parliament will have the balance of power—

Mr Pearce: A three-way coalition.

Mr B. T. Burke: The Three musketeers, plus one—the member for Subiaco!

Mr COWAN: —it will be the responsibility of other parties in this place to make the decision as to whether or not they will have a minority Government or ask us to consider a coalition. That is the position.

Mr O'Neil: Grimm's Fairy Tales.

Mr COWAN: If we are asked to consider a coalition, I can assure members of this House that we will go into coalition on the basis of the implementation of our policies, not on the basis of portfolios for personalities. I can assure members of that.

Question put and passed; the Address-in-Reply thus adopted.

STANDING ORDERS SUSPENSION

Bills: Speaker's Ruling

THE SPEAKER (Mr Thompson): Earlier today the Leader of the Opposition raised a point of order with respect to the motion for the suspension of Standing Orders. I have given the matter some consideration.

The Leader of the Opposition has raised the query whether or not this motion has any effect once the Address-in-Reply has been adopted. In my opinion the words "and to enable the aforesaid business to be entered upon and dealt with before the Address-in-Reply is adopted" represent, in effect, the suspension of Standing Order 35 in so far as it prohibits the completion of business—other than formal—until the Address-in-Reply has been adopted. This is a separate and additional matter to those mentioned earlier in the motion.

The words in the motion which are prior to those I have quoted above are, to all intents and purposes, those which make up the regular motion moved towards the closing stages of each session to facilitate the rapid progress of business.

This being the case, I believe that whether or not the Address-in-Reply is adopted before the consideration of the scheduled Bills is completed, the Standing Orders which—

- (a) require notice before a Bill is introduced;
- (b) inhibit the passing of a Bill in any one sitting; or
- (c) might require Council messages to be made an Order of the Day for the next sitting,

are all now suspended, as far as the scheduled Bills are concerned.

House adjourned at 11.30 p.m.

QUESTIONS ON NOTICE

STATE FORESTS

Wood Chipping Supervision

930. Mr WILSON, to the Minister representing the Minister for Forests:

What has been the cost to the State of the supervision of wood chipping operations and their effects, in terms of the work carried out by the Forests Department in each year since the commencement of these operations?

Mrs CRAIG replied:

The wood chipping operation is fully integrated with sawmill logging operations. Costs of supervision for either operation cannot be accurately separated.

However, using 1978-79 data the costs incurred in supervising woodchip operations have been estimated as follows—

	\$
1978-9	156 000
1977-8	149 000
1976-7	128 000
1975-6	33 000

INDUSTRIAL DEVELOPMENT

Wood Chipping Industry

931. Mr WILSON, to the Minister for Industrial Development:

What has been the return to the State from royalties on wood chipping operations for each year since the commencement of these operations?

Mr MENSAROS replied:

The member is referred to the answer to question 2027 of 19th October, 1978 wherein the royalties for each of the years 1975-76, 1976-77 and 1977-78 were provided. The royalty for the year to 30th June, 1979, was \$398 397.18.

TRAFFIC: OFF-ROAD VEHICLES

Control of Vehicles (Off-road areas) Act

932. Mr WILSON, to the Minister for Local Government:

(1) Can she say when the Control of Vehicles (Off-road areas) Bill passed by

the Parliament last November is to be promulgated?

(2) If there is to be further delay in its promulgation, what is the reason for the continuing delay and what efforts are being made to expedite the necessary process?

Mrs CRAIG replied:

(1) I hope that it will be possible for this legislation to be brought into force by October this year.

(2) Before the legislation can operate, it is necessary to have regulations prepared and to define initial permitted areas. Urgent attention is being given to these matters.

EDUCATION

Guidance Officers

933. Mr WILSON, to the Minister for Education:

(1) What has been the number of guidance officers allocated to each of the four metropolitan regions in each year since the regional administration was established?

(2) What is the number of guidance officers presently employed in each of the four regions?

(3) How many guidance officers have been employed at the following centres in each year of operation up to and including 1978—

- (a) Balga;
- (b) Coolbinia;
- (c) Midland;
- (d) Applecross;
- (e) Kewdale;
- (f) Maddington;
- (g) Hollywood;
- (h) Scarborough;
- (i) Fremantle;
- (j) Rockingham?

(4) What is the number of officers currently employed at the same centres?

(5) What criteria are used in determining either to increase or decrease the number of guidance officers attached to any centre or region?

Mr P. V. JONES replied:

- (1) to (5). Information has not been received in time from the department. I will write to the member when the information is available.

ADOPTION PAPERS

Mature Age Persons

934. Mr WILSON, to the Chief Secretary:

- (1) Is the Government aware of the distress experienced by people of mature age who are refused access to information concerning their birth and adoption at the discretion of the Registrar General?
- (2) What consideration, if any, is being given to changes allowing people of mature age to have access to their adoption papers as is the practice in the United Kingdom or to the establishment of an adopted persons' contact register, such as that made available in South Australia?

Mr O'NEIL replied:

- (1) The Government is aware that certain mature persons who grew up as adopted children later seek to identify their natural parents, and are upset when advised that this information is available only by order of the Supreme Court on good reason being shown.
The Government is also conscious of the potential upset to the lives of the natural parents and their families, who, having given up all rights many years before and having been assured that details will not be revealed, are suddenly confronted by the disclosure of such information.
- (2) These measures have been considered but it is felt that the present arrangement should not be disturbed.

SEWERAGE

Balga Main: Extension

935. Mr WILSON, to the Minister representing the Minister for Water Supplies:

Can the Minister indicate which sewerage reticulation areas will be served by the Balga main sewer extension programmed in the board's development plan works programme summary for 1980-81 and 1981-82 and

the extent of the area covered by these reticulation areas?

Mr O'CONNOR replied:

Approximately the area east of Princess Road to Mirrabooka Avenue and to the north of Wilmington and Curlington Crescents. Detail design will follow confirmation of availability of sufficient funds in future State Budgets.

HEALTH: CHIROPRACTORS

Registration and Training

936. Mr HODGE, to the Minister for Health:

- (1) How many chiropractors are currently registered with the W.A. Chiropractors Registration Board?
- (2) How many chiropractors currently registered with the W.A. Chiropractors Registration Board received their training and qualifications in a foreign country?
- (3) How many registered chiropractors, who are members of the W.A. Chiropractors Registration Board, received their training and qualifications in—
 - (a) Australia;
 - (b) overseas?
- (4) How many chiropractors were registered with the W.A. Chiropractors Registration Board in December 1976?
- (5) How many chiropractors have been registered in each of the following years:
 - (a) 1975;
 - (b) 1976;
 - (c) 1977;
 - (d) 1978;
 - (e) 1979 (to date)?
- (6) How many chiropractors registered by the W.A. Chiropractors Registration Board reside in Western Australia?
- (7) How many chiropractors registered by the W.A. Chiropractors Registration Board—
 - (a) reside in other States of Australia;
 - (b) reside outside Australia?
- (8) How many chiropractors registered by the W.A. Chiropractors Registration Board reside in Rhodesia?

- (9) How many applicants for registration trained outside of Australia and residing in a foreign country have been personally interviewed or examined by the W.A. Chiropractors Registration Board before being granted Western Australian registration?
- (10) (a) Why does the W.A. Chiropractors Registration Board register people who are not trained in Australia;
 (b) who do not practise chiropractic in Australia or Western Australia; and
 (c) who do not reside in Australia or Western Australia?
- (11) How many applications for registration have been rejected by the W.A. Chiropractors Registration Board during the past five years?
- (12) Is it a fact that the W.A. Chiropractors Registration Board has registered graduates from each of the following overseas chiropractic colleges:
- (a) Palmer College U.S.A.;
 - (b) Los Angeles College U.S.A.;
 - (c) Lincoln College U.S.A.;
 - (d) Canadian Memorial College;
 - (e) National College U.S.A.;
 - (f) Columbia Institute of Chiropractic U.S.A.;
 - (g) North Western College of Chiropractic Foundation U.S.A.;
 - (h) Chiropractic Institute of New York U.S.A.;
 - (i) San Francisco College;
 - (j) Logan College of Chiropractic;
 - (k) Anglo-European College?
- (13) How many official inspections of the colleges mentioned in (12) above have been carried out by the W.A. Chiropractors Registration Board during the past five years?
- (14) (a) Is detailed information on facilities, standards of instruction, curriculum and length of course available to the board for each of the foreign colleges mentioned in (12); and
 (b) is this information considered before registration is granted?

Mr YOUNG replied:

- (1) to (14) The answers to the 14 questions will take a considerable time to complete. The Chiropractors Registration Board will also be involved in a good deal of cost in the preparation. The information requested will be given to the member in writing as soon as it becomes available.

TRAFFIC: NOISE

Vehicle Testing Station

937. Mr HODGE, to the Minister for Health:

When does the Government intend establishing a vehicle noise testing station in Western Australia?

Mr YOUNG replied:

The question of establishing a vehicle noise testing station in Western Australia will be considered when the report of the interdepartmental committee on traffic noise, is received.

TRAFFIC: DRIVERS

Licence Examinations and Probationary Licences

938. Mr HODGE, to the Minister for Police and Traffic:

- (1) How many motorists driving on probationary licences have been involved in traffic accidents during the past 12 months?
- (2) How many motorists driving on probationary licences have been prosecuted for traffic offences or cautioned by the Road Traffic Authority during the past 12 months?
- (3) Is his department satisfied that the present driver's licence examination is adequate to ensure that only competent drivers are given licences?
- (4) What is the average duration of a driver's licence examination and how is it conducted?
- (5) During the past 12 months have any Road Traffic Authority examiners been involved in accidents or injured whilst conducting driver's licence examinations?
- (6) Is any minimum training or experience required of an applicant for a driver's licence before being eligible to be examined?

Mr O'NEIL replied:

- (1) and (2) Not available.
- (3) Yes.
- (4) 35 minutes. Practical driving test conducted by a qualified motor driver's licence examiner.
- (5) Yes.
- (6) No, providing theory test has been passed.

LAND

Bicton Animal Quarantine Station Site

939. Mr HODGE, to the Premier:

- (1) On what date did discussions and/or negotiations begin between the State and Federal Governments about—
 - (a) the transfer of the animal quarantine station from Bicton to Perth airport;
 - (b) the future ownership of the Bicton quarantine station site?
- (2) Has the State Government decided yet if it intends to purchase the Bicton site?
- (3) What will happen to the Bicton site if the State Government does purchase it?
- (4) What will happen to the Bicton site if the State Government does not purchase it?
- (5) Is it a fact that the State Government is giving consideration to allowing private property developers permission to subdivide and sell the Bicton quarantine station site?

Sir CHARLES COURT replied:

- (1) (a) The Prime Minister, in a letter dated the 30th May, 1978 advised that Perth Airport site had been selected as the alternative site to relocate the Bicton animal quarantine station.
- (b) The Prime Minister in this letter also mentioned the future ownership of the Bicton animal quarantine station site.
- (2) Yes, subject to satisfactory negotiations with the Commonwealth.
- (3) to (5) Decision on the future use of the site will be made when negotiations with the Commonwealth have concluded.

TRAFFIC: NOISE

Inter-departmental Committee

940. Mr HODGE, to the Minister for Health:

- (1) What progress has been made by the inter-departmental committee which was established to study the traffic noise problem?
- (2) When is the Government expecting to receive the inter-departmental committee's report on traffic noise?
- (3) When he receives the report will he make a copy available to me?

Mr YOUNG replied:

- (1) Three meetings have been held and a detailed consideration of the investigation on traffic noise in the Melville area has led to the formation of two subcommittees.

One comprises representatives of the Town Planning Department, the Main Roads Department, the Health Department, and the Western Australian Institute of Technology, and is arranging for random surveys to determine the magnitude and extent of the traffic noise within the metropolitan area. And the other, consisting of representatives of the Road Traffic Authority, the Main Roads Department, the Health Department, and the Department of Conservation and Environment, is to consider the existing legislation and its suitability and success in reducing the traffic noise problem.

Other activities to be considered by the committee are a study of the relationship between noise and traffic counts being conducted by the Main Roads Department, and the results of distribution of a form to record vehicle noise complaints which is being completed by Government departments and local authorities.

- (2) The report can be expected early next year.
- (3) Yes.

PARLIAMENTARY COMMISSIONER FOR ADMINISTRATIVE INVESTIGATIONS

Jurisdiction over Chiropractors Registration Board

941. Mr HODGE, to the Premier:

- (1) Is it a fact that it is now approximately 15 months since I first wrote to him on

the subject of widening the jurisdiction of the Parliamentary Commissioner for Administrative Investigations to include administrative decisions of the W.A. Chiropractors Registration Board?

- (2) Is it a fact that despite further correspondence and written inquiries from me in June 1978, July 1978, December 1978 and January 1979, he still has not advised me of the result of his deliberations on this matter?
- (3) Why have his deliberations been so protracted on this matter?
- (4) (a) Can I expect to ever receive a reply to the proposal put forward in my letter of May 1978; and
(b) if so, when is it likely?

Sir CHARLES COURT replied:

- (1) Yes, and the original approach by the honourable member was replied to in July, 1978.
- (2) Although I have not written to the honourable member since my letter of the 20th July, 1978, correspondence has been acknowledged by the Premier's Department.
- (3) The Government has not decided whether it will proceed with an amendment to the Parliamentary Commissioner Act and schedule. There are a number of statutory boards in a similar position. Further, the Parliamentary Commissioner can investigate only administrative actions and, as such, can determine only whether the boards have exercised their statutory power in a fair and lawful manner. The commissioner cannot act as a type of appeal and review court in relation to decisions given by the board.
- (4) (a) See above.
(b) Not known, but the member can be assured that when the situation has been resolved he will be advised.

INDUSTRIAL ACCIDENTS

Safety Inspector's Report

942. Mr HODGE, to the Minister for Labour and Industry:

- (1) Is it a fact that the Department of Labour safety inspectors usually compile

a report on the circumstances of most industrial accidents involving serious injuries to workers?

- (2) Is it a fact that the Department of Labour has adopted a policy of refusing to make a copy of a safety inspector's report available to an injured worker?
- (3) Is there any law, regulation or instruction that prevents the permanent head of the Department of Labour from making safety inspectors reports available to an injured worker or his representative?

Mr O'CONNOR replied:

- (1) Yes.
- (2) and (3) In addition to an administrative instruction made pursuant to the Public Service Act, 1978, the majority of safety legislation administered in the department contains specific secrecy provisions which prohibit reports of accident investigations being made available.
The chief inspector is authorised to discuss matters of fact relating to an accident with any part to a civil action and at an appropriate time prior to any such action may permit the legal representative of either party to have access to any reports.

ENERGY: ELECTRICITY SUPPLIES

Power Stations: Kwinana and Muja

943. Mr T. H. JONES, to the Minister for Fuel and Energy:

- (1) What is the cost per unit of electricity generated at Kwinana on the converted coal-fired units?
- (2) What is the cost per unit for electricity generated on the present units at Muja?
- (3) What is the maximum load that can be generated on coal on the converted units at Kwinana as compared with the original design of the 200 megawatt units?
- (4) Since the conversion of the Kwinana units, what is the maximum load that can be generated on oil?
- (5) What is the maximum continuous load that can be generated on each of the first oil-fired units at Kwinana?

- (6) Is it a fact that the concrete works for cooling water for extra units designed for oil-firing at Kwinana have already been built?
- (7) If answer to (6) is "Yes" what was the capital cost involved?
- (8) What is the percentage increase in professional engineering staff employed by the State Energy Commission in the last five years?
- (9) What is the percentage increase in operational and maintenance staff employed in the same period?

Mr MENSAROS replied:

- (1) Since the coal-converted units have only come into operation recently, the cost per unit of electricity generated on the coal-converted units is not known precisely. It is expected to be of the order of 1.6c/kWh including fuel, operations and maintenance expenditures.
- (2) 1.41c/kWh on the same basis as (1).
- (3) 120 MW, each.
- (4) 200 MW.
- (5) 120 MW.
- (6) The cooling water works have been constructed at the time of the stage 'C' extension for 2 x 200 MW oil-fired units in anticipation of further generating capacity being installed at later stage. These cooling water works are of course capable to service generating units fired by any energy.
- (7) It is not possible to segregate the cost of the proportion of the cooling water works which will serve future generating units.
- (8) 39 per cent—but this figure is complicated by the change of responsibilities made in mid-1975 with the formation of the State Energy Commission.
- (9) 23 per cent in the power station operation and maintenance area.

ENERGY: ELECTRICITY SUPPLIES

Increased Load Growth

944. Mr T. H. JONES, to the Minister for Fuel and Energy:

- (1) In order to meet the increased load growth within the operations of the

State Energy Commission will he advise if additional units are to be constructed at the Muja power house, Collie?

- (2) If answer to (1) is "Yes" will he advise of the size of the units and the planning involved?
- (3) If answer to (1) is "No" will he advise by what method power will be produced to meet the increased demand?

Mr MENSAROS replied:

- (1) At present no expansion is committed at Muja Power Station beyond generators Nos. 5 and 6 now under construction for service in 1981 and 1982 respectively.
- (2) Not applicable.
- (3) Several alternatives are under study and a decision will be made at a time suitable to meet the increased electricity demand in the mid 1980s.

TRAFFIC: LIGHTS

Nicholson-Wilfred Roads Intersection

945. Mr BATEMAN, to the Minister for Transport:

- (1) Is there an ever increasing traffic hazard at the intersection of Nicholson and Wilfred Roads, Canning Vale, possibly brought about by the extensive development taking place in the Canning Vale industrial area?
- (2) Is the only route to the industrial area along Wilfred Road, off Nicholson Road?
- (3) If answer to (1) and (2) is "Yes", will he undertake to have a study of these intersections made with a view to the installation of traffic lights?
- (4) If not, why not?

Mr RUSHTON replied:

- (1) Six accidents have been reported at this intersection in 1979. Only two of these were of a type susceptible to control by regulatory devices.
- (2) No. Access from Willeri Drive is possible. I understand that upgrading of this access by Canning Town Council is proposed this financial year.
- (3) and (4) The intersection will be investigated to determine whether any further action is warranted.

SHOPPING CENTRES

Proliferation

946. Mr HASSELL, to the Minister for Local Government:

- (1) Does her department consider that the proliferation of suburban shopping centres is causing problems for small business:
 - (a) because many small shopping enterprises are failing at least in part possibly because of high rents charged by new suburban shopping centres; and
 - (b) because many small shop keepers in existing shopping centres are failing as a result of the possible proximity of new shopping centres?
- (2) What are the views of the Metropolitan Region Planning Authority in relation to this matter?
- (3) Does she or the Metropolitan Region Planning Authority have the issue under active consideration?
- (4) If so, by whom and in what way?
- (5) Is she aware of any action being taken by the Victorian Government to control the increase in number of suburban shopping centres because of the problems mentioned or other problems?
- (6) Does her department consider that the State Government should have regard for these problems (if they exist) and attempt to alleviate same by controlling the growth in number of suburban shopping centres?
- (7) Does the Metropolitan Region Planning Authority have a policy in this respect?
- (8) If so, what is that policy?

Mrs CRAIG replied:

- (1) (a) The department does not keep details of the rental structure of shopping centres and is therefore unable to assess this matter.
 (b) The department is aware that certain problems arise for the small shopkeeper by the close proximity of shopping centres of like size offering similar facilities.
- (2) The views of the Metropolitan Region Planning Authority are set out in its publication titled, "MRPA Retail Shopping Policy 1977".
- (3) Yes.

(4) Through the Metropolitan Region Planning Authority's Retail Shopping Consultative Committee and Retail Shopping Committee and by way of the Metropolitan Region Planning Authority Retail Shopping Policy.

(5) to (7) Yes.

(8) Metropolitan Region Planning Authority Retail Shopping Policy 1977.

TAXATION

Hypocritical Imposition

947. Mr BERTRAM, to the Premier:

Is it a fact that his Government is opposed to taxing any person, firm, trust or corporation, if to impose such a tax would be, or would appear to be, hypocritical?

Sir CHARLES COURT replied:

If the honourable member will explain the purport of his question I shall endeavour to answer it.
 Neither myself nor my departmental officers can appreciate what the question means.

STATE TENDER BOARD

Education Department: Tenders

948. Mr BERTRAM, to the Minister for Education:

- (1) Did the State Tender Board call tenders for transport of furniture and effects (two year period) (recalled) for the Education Department in the years 1977 and 1979?
- (2) In each case—
 - (a) who was the successful tenderer and on what date was the tender accepted;
 - (b) what was the amount of the successful tender;
 - (c) what were the other prices tendered?
- (3) Why was one of the lower tenders not accepted?
- (4) (a) Is any preference given to Western Australian based and owned tenderers;
 (b) if "No" why?

(5) Were any tenderers given added information which enabled them to tender for additional services?

(6) If "Yes"—

(a) what is the name of each tenderer who was given that added information;

(b) why was such added information not given to all of the tenderers?

(7) In future will tenders for each individual or convenient group removal be called separately so as to make more likely the best services and price per job being achieved?

Mr P. V. JONES replied:

(1) The State Tender Board recalled tenders for the transport of teachers' furniture and effects for the Education Department in 1979 only.

(2) (a) Grace Bros. Pty Ltd, the 13th July, 1979;

(b) and (c) Tenders were submitted on the basis of transport to and from individual north-west towns—see schedule attached.

(3) Lower tenders were not accepted because of the prior ability of Grace Bros. to handle our 500 movements of teachers' furniture at the end of third term and prior to the commencement of first term. Other tenderers did not appear to have the vehicle resources and storage facilities necessary to efficiently handle this number of shifts in limited time available.

(4) (a) No.

(b) Government policy is to give preference to Western Australian based manufacturing industries only.

(5) No.

(6) Not available.

(7) The large number of teacher transfers to and from north-west towns over a few weeks of the year prohibits the calling of individual tenders for each movement of furniture.

STATE TENDER BOARD

Police Department: Tenders

949. Mr BERTRAM, to the Minister for Police and Traffic:

(1) Did the State Tender Board call tenders for transport of furniture and effects (2

year period) (recalled) for the Police Department in the years 1977 and 1979?

(2) In each case—

(a) who was the successful tenderer and on what date was the tender accepted;

(b) what was the amount of the successful tender;

(c) what were the other prices tendered?

(3) Why was one of the lower tenders not accepted?

(4) (a) Is any preference given to Western Australian based and owned tenderers;

(b) if "No"—why?

(5) Were any tenderers given added information which enabled them to tender for additional services?

(6) If "Yes"—

(a) what is the name of each tenderer who was given that added information;

(b) why was such added information not given to all of the tenderers?

(7) In future will tenders for each individual or convenient group removal be called separately so as to make more likely the best services and price per job being achieved?

Mr O'NEIL replied:

(1) Yes.

(2) (a) Grace Bros; the 13th July, 1979.

(b) and (c) Tenders were called on the basis of transport to and from individual north-west towns. As the number of removals to and from each town is not known, it is not possible to state the total amount involved.

(3) Lower priced tenderers had neither a suitable number of vehicles nor sufficient storage space at their disposal. The successful tenderer has a proven record of ability with its own storage facilities in the major north-west centres, as well as suitably-sized vehicles permanently based at these locations. Additionally its storage containers are superior to those utilised by other tenderers.

(4) (a) No.

(b) The Government policy is to give preference to Western Australian manufacturing industries.

- (5) No.
- (6) (a) and (b) Not applicable.
- (7) It is considered that the present method of calling tenders produces the best overall result for the department.

RIFLE RANGE

Greenough

950. Mr CARR, to the Minister representing the Minister for Lands:

- (1) With reference to proposals for a new rifle range to be constructed at Greenough to replace the previous Geraldton rifle range, which departments and agencies, either Federal or State, objected to the proposed site?
- (2) In view of the letter from the Department of Administrative Services advising that it considered the proposals to be safe, what is the present attitude of the Lands Department?
- (3) Which agencies and departments have been approached by the Lands Department seeking a response to the letter from the Department of Administrative Services?
- (4) How many responses have been received?
- (5) What is the nature of the responses?
- (6) When does the Minister anticipate that this question will be finalised?

Mrs CRAIG replied:

- (1) Objections to the proposed site were received from The National Trust of Australia (W.A.), Department of Fisheries and Wildlife, and Town Planning Board.
- (2) and (3) Lands Department referred the Department of Administrative Services letter of the 9th July, 1979 to the objecting authorities.
- (4) None.
- (5) Not applicable.
- (6) Not known.

RURAL ADJUSTMENT SCHEME

Funds

951. Mr H. D. EVANS, to the Minister for Agriculture:

- (1) What was the total amount allocated for the rural adjustment scheme in Australia in each of the following years:
 - (a) 1976-77;
 - (b) 1977-78;
 - (c) 1978-79?
- (2) What was the allocation received by Western Australia in each of these three years?
- (3) (a) What amount of rural adjustment funds will be made available in Australia in 1979-80;
 - (b) of this amount, what will Western Australia receive?

Mr OLD replied:

- (1) to (3) Funds allocated under the Rural Adjustment Scheme—known as Rural Reconstruction Scheme prior to the 1st January, 1977—in these years are as follows—

	Australia \$ m	Western Australia \$ m
1976-77	44.4	4.95
1977-78	53.00	6.55
1978-79	58.50	8.185
1979-80	15.75	2.60

COMMONWEALTH EXTENSION SERVICE FUNDS

Department of Agriculture Activities

952. Mr H. D. EVANS, to the Minister for Agriculture:

- (1) By how much will the Commonwealth extension service funds to Western Australia be reduced in this financial year?
- (2) What is the full range of Department of Agriculture activities financed under the Commonwealth extension services grant?
- (3) (a) Is it proposed that any of the activities listed in (2) will be reduced;
 - (b) if so, which activities will be reduced and to what extent?

- (4) (a) If "Yes" to (3)(a), has consideration been given to funding the deficiency in Commonwealth extension service funds by the State Government; and
(b) why cannot this be done?
- (5) (a) By how many will the number of Department of Agriculture officers be reduced as a result of the reduction of Commonwealth extension service funds; and
(b) in what sections will these reductions take place?

Mr OLD replied:

- (1) \$524 906 less than in 1978-79.
- (2) In 1978-79 the grant funded 32 separate projects within my department. Major projects which absorbed approximately half the funds covered staff training, the provision of advisory services to the cereal, sheep, cattle and horticulture industries, and information services generally.

The remainder of the grant funded applied research and development projects dealing with fodder conservation, weed control, hydrology and sealing of farm dams, tropical pastures, salt tolerant plants, dairy and beef cattle production, sheep diseases, animal genetics, wheatbelt and south coast pastures, pasture nutrition, fungal diseases of pastures, insect pests at Kununurra, ryegrass toxicity, and wine grapes in the south-west.

- (3) and (4) Subject to the outcome of budgetary negotiations I am hopeful that the existing level of activity will be maintained.
- (5) (a) and (b) The current grant provides for the salaries of 51 permanent officers. I do not anticipate at this stage a reduction in the number of these officers or in the areas where advisory and research/development commitments have been made.

RAILWAYS

Wagin

953. Mr H. D. EVANS, to the Minister for Transport:

- (1) Is it proposed to move railway personnel from Wagin?
- (2) If "Yes"—

- (a) for what reason will such personnel be moved;
- (b) how many railway men would be moved;
- (c) to where will they be sent;
- (d) when will such a move take place?

Mr RUSHTON replied:

- (1) and (2) A proposal is under consideration but a decision will not be made until 1980-81.

EDUCATION: SCHOOL

East Manjimup

954. Mr H. D. EVANS, to the Minister for Education:

When is it anticipated that East Manjimup primary school will be provided with a library resource centre?

Mr P. V. JONES replied:

Together with many schools of similar size, the East Manjimup Primary School is listed for a library-resource facility when funds are available. At present, it is not possible to predict when such a building can be placed at this school.

DROUGHT

Affected Areas and Assistance

955. Mr H. D. EVANS, to the Minister for Agriculture:

- (1) Are any of the areas of the agricultural area in this State still declared drought areas?
- (2) For how many seasons has each area been subjected to drought conditions?
- (3) What is the total number of farmers in the drought-affected area?
- (4) (a) what assistance has been available to these farmers;
(b) what is the total assistance they have received?

Mr OLD replied:

- (1) Yes.
- (2) Parts of each affected shire have been declared drought affected in each of the seasons 1976-77, 1977-78 and 1978-79.

- (3) 169 farmers in nine shires were declared drought affected in 1978-79. These declarations are still current and applications for further declarations for 1979-80 are being considered.
- (4) (a) Assistance available has included:
- concessional loans;
 - freight subsidies on the transport of stock to and from agistment, to special sales and from sales where the stock are purchased for restocking purposes;
 - transport subsidies for fodder; and
 - the provision of water in declared water deficient areas.
- (b) The information sought in relation to the 169 farmers is not immediately available and would be difficult to extract. The total amounts expended on all forms of drought relief for all farmers in drought declared areas for the years 1976-77, 1977-78 and 1978-79 were \$3.8m, \$23.9m and \$1.7m respectively. Expenditures for 1977-78 and 1978-79 include money carried over from the previous year.

LAND: NATIONAL PARKS

South Coast

956. Mr H. D. EVANS, to the Minister representing the Minister for Lands:

- (1) On how many occasions has the advisory committee on the south coast national park met?
- (2) What was the date of each of these meetings?

Mr O'CONNOR replied:

- (1) Four times.
- (2) 19th September, 1977, 28th November, 1977, 1st May, 1978, and 4th December, 1978.

STATE FORESTS

Pine Resources: Commitment

957. Mr H. D. EVANS, to the Minister representing the Minister for Forests:

- (1) To what firms are the pine resources of the Forests Department committed?

- (2) What quantity of timber is committed to each firm, and for what period is the agreement in each case?

Mrs CRAIG replied:

- (1) Westralian Plywoods Pty. Ltd.
Wharncliffe Pty. Ltd.
Softwood Products (W.A.) Pty. Ltd.
G. T. & B. Y. Ryan.
- (2) Westralian Plywoods Pty. Ltd.:
330 000 cubic metres per annum.
The agreement is for 25 years from 1977.
Wharncliffe Pty. Ltd.:
15 000 cubic metres per annum rising in stages to about 60 000 cubic metres per annum as the resource becomes available.
The agreement is for 20 years from 1978.
Softwood Products (W.A.) Pty. Ltd.:
8 000 cubic metres per annum rising in stages to about 50 000 cubic metres per annum as the resource becomes available.
The agreement is for 20 years from 1978.
G. T. & B. Y. Ryan:
5 500 cubic metres per annum.
The agreement is renewable each year as the resource permits.

LAND

Broke Inlet

958. Mr H. D. EVANS, to the Minister representing the Minister for Lands:

- (1) Is it intended to grant the cottage owners at Broke Inlet a leasing arrangement of the land upon which their building is erected?
- (2) (a) if "Yes" to (1) what conditions of such proposed leasing will apply;
(b) if "No" to (1), what is the intention of the Government for use of the area upon which the buildings referred to in (1) above, are constructed?

Mrs CRAIG replied:

- (1) and (2) The squatters' huts at Broke Inlet are situated on Class "C" camping reserve 19787 which is vested in the Shire of Manjimup which currently has no power to lease.

A working group, under Cabinet approved EPA recommendation 2.14, is expected to commence a study in October this year, which will encompass this reserve.

FUEL: OIL AND GAS

Wells

599. Mr GRILL, to the Minister for Mines

- (1) How many on-shore and off-shore oil and gas wells have been drilled in Western Australia during each of the last six years?
- (2) (a) Which companies have been responsible for drilling the said wells; and
- (b) how many wells has each company drilled during the six year period?

Mr MENSAROS replied:

(1)

	Onshore	Offshore	Total
1973	8	14	22
1974	8	14	22
1975	1	8	9
1976	3	3	6
1977	2	7	9
1978	13	13	26
	35	59	94

(2) (a) and (b)

Operating Companies	Onshore	Offshore	Total Wells Drilled
Woodside Petroleum Development	—	12	12
BOC of Australia Ltd.	—	21	21
West Australian Petroleum Pty. Limited	29	16	45
Arco Australia Ltd.	—	4	4
Amax Petroleum Pty. Ltd.	—	1	1
Oceania Petroleum Pty. Ltd.	2	—	2
Shell Development Australia	—	1	1
Australian Aquilane Petroleum Pty. Ltd.	1	—	1
Silfar Pty. Ltd.	3	—	3
Hematite Petroleum Pty. Ltd.	—	1	1
Esso Exploration and Production Australia Inc.	—	2	2
Phillips Aust. Oil Co.	—	1	1
	35	59	94

COURTHOUSE

Wyndham

960. Mr JAMIESON, to the Minister representing the Minister for Works:

- (1) Has there been any problem with the structural stability of the Wyndham courthouse in recent times?

- (2) If so, what action has been taken to overcome this problem?

Mr O'CONNOR replied:

- (1) Yes.
- (2) Some corrective maintenance has been carried out.

WATER SUPPLIES: RATES

Developed and Undeveloped Properties

961. Mr JAMIESON, to the Minister representing the Minister for Water Supplies:

- (1) Why is it necessary for the Metropolitan Water Supply, Sewerage and Drainage Board to charge a higher rate on undeveloped building lots than those with improvements and services thereon?
- (2) Why is one rated initially by so much in the dollar of unimproved valuation and the other subject to base of \$40?
- (3) In view of the fact that improved properties with bore reticulation systems may in some circumstances pay no more than \$40, what justification is there for charging a greater amount by rate in the \$ for a property next door?

Mr O'CONNOR replied:

- (1) All rating methods are laid down specifically by Act of Parliament. Following the legislation for pay for use, residential units pay a water rate by way of a prescribed standard charge, together with payments by measure of water used.
- (2) and (3) Vacant land is rated according to its value. A very large proportion of vacant lots pay annual water rates less than \$40.

CONSUMER AFFAIRS

Beer Prices

962. Mr TONKIN, to the Minister for Consumer Affairs:

- (1) When is it expected that the inquiry into beer prices will be concluded?
- (2) What action will the Government take to remedy the situation?

Mr O'CONNOR replied:

- (1) A firm date for completion of the inquiry is difficult to estimate in view of unforeseen difficulties being experienced in gathering information from which to compile a report.
Hopefully the report should be made available to me in the next four to six weeks.
- (2) I am unable to comment at this stage.

INDUSTRIAL RELATIONS

Commonwealth-State Dual System

963. Mr TONKIN, to the Premier:

What is his Government's policy with respect to the statements by the Prime Minister and by the Federal Minister for Industrial Relations which have suggested the necessity for a fundamental change in Australia's dual system of Commonwealth/State industrial relations?

Sir CHARLES COURT replied:

At a recent Premiers' Conference, agreement was reached on the need for a review of Commonwealth and State industrial laws with the object of achieving a more streamlined and effective system.

We have agreed to participate in joint Commonwealth/State discussions and studies.

The many industrial laws existing, the diverse bodies which administer them, and experience in their practical application have shown the need for a revised system of conciliation and arbitration.

In the industrial arbitration amendments to be introduced into Parliament shortly, some of these aspects will be considered.

At this stage we have no commitment to cede any powers to the Commonwealth.

CONSUMER AFFAIRS

Fairfax & Co.

964. Mr TONKIN, to the Minister for Consumer Affairs:

- (1) Has the Consumer Affairs Bureau received complaints relating to houses or

units in Mary Street, Highgate, sold by Fairfax & Co. or regarding houses or units elsewhere which have been sold by Fairfax & Co.?

- (2) If so, what are the details?

Mr O'CONNOR replied:

- (1) In respect to units sold—one complaint.
- (2) A complaint was received from a Morley couple concerning a parking bay at a block of home units at Mary Street, Highgate.

An amount of \$300 had been paid for a parking bay which was not subsequently allocated to them.

The complaint has now been resolved since a full refund was made by the firm on the 22nd May, 1979. A letter of appreciation has also been received by the bureau from the complainants.

EDUCATION: SCHOOL BUILDINGS

Community Use

965. Mr TONKIN, to the Minister for Education:

- (1) Is it the policy for Education Department schools to be available for meetings by community groups?
- (2) If so, what are the groups to which this access is denied?

Mr P. V. JONES replied:

- (1) Yes. (Reg. 49)
- (2) Principals may allow the use of school premises to properly organised and constituted organisations for activities of benefit to the community.

Each application is determined in the light of the above, but principals are empowered to refuse use of school premises to bodies whose use of the premises would prejudice schools in conducting their normal activities.

EDUCATION: SCHOOL

Noranda

966. Mr TONKIN, to the Minister for Education:

- (1) What access by roadway is being provided for access to the Noranda Primary School?

- (2) Is it fact that there is a great deal of parental disquiet at present because access convenient to those children who will be attending the school is lacking?

Mr P. V. JONES replied:

- (1) Access to the Noranda Primary School will be provided southward from Benara Road along Watt Road to Walmsley Road and northward from Deschamp Road along Walmsley Road. Arrangements for the latter are being made with the Shire of Bayswater.
- (2) The only inquiry received has been a request for information, as given in (1) from the Hampton Park Parents and Citizens' Association.

ELECTORAL ACT AMENDMENT BILL (NO. 2)

Inquiry

967. Mr TONKIN, to the Chief Secretary:

Will he table the submissions made to the Electoral Act inquiry headed by Mr Justice Kay?

Mr O'NEIL replied:

No, this is not normal. However, as indicated in the Kay report, the Australian Labor Party made a submission and its representatives were involved in the inquiry and in many cases cross-examined witnesses appearing before the inquiry. The list of submissions made appears as appendix A in the report.

SEWERAGE

High Water Table Areas

968. Mr STEPHENS, to the Minister representing the Minister for Works:

- (1) The Collingwood Road area of the Albany Shire is now subject to flooding with surface water covering septic systems: in built up areas of the State, how many areas are in a similar situation?
- (2) Can the Minister give an assurance that in areas with a high water table subdivision will be permitted on condition of the installation of deep sewerage?

Mr O'CONNOR replied:

- (1) Townsite drainage is the responsibility of local authorities. The Public Works Department is aware that occasional flooding or the presence of a high water table causes problems in the satisfactory disposal of septic tank effluent, but has no precise information as to the areas throughout the State which are so affected.
- (2) Areas with a high water table which will affect the satisfactory disposal of septic tank effluent are generally only approved for subdivision on the condition that sewerage is provided. The decision on whether sewerage will be required rests with the Town Planning Board under the provisions of the Town Planning and Development Act, 1928-1978.

FISHERIES

Foreign Trawlers

969. Mr STEPHENS, to the Minister for Fisheries and Wildlife:

- (1) With respect to licensing of foreign trawlers to fish within the 200-mile zone, will conditions be applied to protect local fishing boats already operating out of Western Australian ports, particularly those operating on the south coast?
- (2) If "Yes" what form will the restrictions take?
- (3) Would he table a *pro forma* of the type of agreements being negotiated?

Mr O'CONNOR replied:

- (1) When the 200-mile Australian fishing zone is introduced any approvals granted will be in accord with the understandings already reached at the Third Law of the Sea Conference in relation to fisheries. In brief, Australian fishermen will have priority use of the fisheries resources within the 200-mile limit. If Australian fishermen are not utilising the resource fully Australia will consider applications from other countries.

Any licences granted will be on an annual basis and will specify quantities of fish, areas of operation and any other conditions appropriate to the fishery. The operations of Australian fishermen will be one of the major considerations to be taken into account when considering an application in relation to foreign fishing vessels. The present operations of foreign fishing vessels are in relation to special arrangements whereby feasibility fishing is undertaken jointly between an Australian company and a foreign company to test fish resources not presently being exploited. These projects are limited to a duration of approximately two years.

- (2) Restrictions may include specifications as to the quantities of fish, size of fish, area of operation, type of gear and method of operation.
- (3) Each feasibility study has specific conditions depending upon the area and the type of fishing. A Press release has been issued in relation to each study. Further information on any particular study may be obtained from the Department of Fisheries and Wildlife.

HOSPITALS

Country: Household Provisions

970. Mr McPHARLIN, to the Minister for Health:

- (1) Is it Government policy to provide country hospitals with household provisions from Government Stores based in the metropolitan area?
- (2) If answer is "Yes", what is the reason for this?
- (3) Is road transport used for the delivery of these goods?
- (4) Are household goods the only provisions supplied in this way?
- (5) Would it not be consistent with decentralisation policies of the Government to direct this business through the local business houses?

Mr YOUNG replied:

- (1) Yes.
- (2) Bulk purchasing by Government Stores ensures lower costs.
- (3) Government Stores arrange transport—
 - (a) North West—State Shipping Service
 - (b) rail wherever possible
 - (c) other areas—road transport.
- (4) No.
- (5) In the interests of economy, no. The public are already critical of high hospital costs. Experience has shown the cost of local purchase to be higher than through central buying system.

EDUCATION: HIGH SCHOOLS

Agricultural

971. Mr McPHARLIN, to the Minister for Education:

- (1) Is it Government policy to provide agricultural high schools with household provisions from Government Stores based in the metropolitan area?
- (2) If answer is "Yes", what is the reason for this?
- (3) Is road transport used for the delivery of these goods?
- (4) Are household provisions the only goods supplied in this way?
- (5) Would it not be consistent with decentralisation policies of the Government to direct this business through the local business houses?

Mr P. V. JONES replied:

- (1) to (5) Generally, all items required for agricultural high schools, including household provisions, are provided from the metropolitan area as it has been established that lower costs have resulted from bulk purchasing. Westrail is mostly used for the transport of goods required by agricultural high schools.

QUESTIONS WITHOUT NOTICE RAILWAYS: ELECTRIFICATION

Report of Chief Mechanical Engineer

1. Mr DAVIES, to the Minister for Transport:

- (1) Does it concern him that, according to the information he has given the public and this Parliament, Westrail's chief mechanical engineer—the head of Westrail's mechanical engineering branch—has made a \$70 million mistake in cost proposals for rail electrification?
- (2) Since the Minister obviously considers that the chief mechanical engineer's report was grossly wrong, does he still have confidence in this officer?

Mr O'Connor: Are you trying to get him sacked?

Mr DAVIES: If he deserves it, yes.

Mr RUSHTON replied:

- (1) and (2) I would like to put a few facts to the Leader of the Opposition which he may consider relevant. I have told him that the paper produced is purely a comment; and I give confirmation of that. On inquiry I have found that the letter or the request which went to the branch was turned around in four days. In fact, my understanding is that they returned an updating of material prepared by Mr McCaskill.

Mr Davies: The dates are 10 days apart in the photostat letter.

Mr RUSHTON: The fact is that this information was supplied within four days so an in-depth study is just not feasible. That answers the Leader of the Opposition positively.

RAILWAYS: ELECTRIFICATION

Report of Chief Mechanical Engineer

2. Mr DAVIES, to the Minister for Transport:

- (1) Why does he say the information was prepared in four days when the memo from the Secretary for Railways, according to the photostat copy in the *Daily News*, was sent on the 21st May and the reply from the chief mechanical engineer to the Secretary for Railways was dated the 31st May, which is precisely 10 days?

- (2) How does four days become 10 days, according to the photostat copy that was in the newspaper?

Mr RUSHTON replied:

- (1) and (2) If the Leader of the Opposition wants to demonstrate his ignorance in thinking that a memo sent to a branch arrives there instantaneously, that is his outlook. I have been given to understand that it took four days to consider the request and return the comment.

Mr Jamieson interjected.

The SPEAKER: Order!

RAILWAYS

Interdepartmental Memos

3. Mr DAVIES, to the Minister for Transport:

- (1) Would he see whether the system of sending memos between departments in the railways may be improved?
- (2) Does he not know that the way the railways work means that memos leave one office one night and arrive in the other office the next morning. If they do not do that now, they certainly did that when I was working in the railways.
- (3) Is he going to suggest that it took three days at least for the memo to go from Perth to Midland, and three days for it to travel back? It was dated the 31st May by the chief mechanical engineer, and it was initialled in the office of the Secretary for Railways on the 1st June, one day later.
- (4) Will he explain how this happened?
- (5) How can the Minister justify describing the report of Westrail's chief mechanical engineer on suburban rail electrification as "very preliminary" and an initial comment when the officer himself says in the report that he has studied the Friends of the Railways submission in detail?

Mr RUSHTON replied:

- (1) to (4) I will obtain a day-to-day account of what happened between the 21st May and the date mentioned by the Leader of the Opposition so we can see where the weekends fell. I am given to understand the matter was dealt with in four days.
- (5) He has already had his answer from the Commissioner of Railways, if he read the newspaper this morning.

Mr Davies: You will find you do not know what you are talking about again.

ZIMBABWE RHODESIA

Prime Minister's Actions

4. Mr STEPHENS, to the Premier:

I have now given some notice of this question, which notice I trust is adequate. My question is as follows—

As it is important to make a stand against communism and its insidious methods of infiltration, will the Premier assure this House that he will make the strongest representation to the Prime Minister condemning his actions which support the communist-influenced and supported front line States in southern Africa against the legitimate interests of Zimbabwe Rhodesia?

The SPEAKER: I must rule the question out of order on the ground that it is directed to the Premier and it deals with an area in which he has no ministerial responsibility in this House.

RAILWAYS: ELECTRIFICATION

Cost Variation

5. Mr McIVER, to the Minister for Transport:

Following the questions asked by the Leader of the Opposition of the Minister for Transport, I have a supplementary question which is as follows—

I refer to the fact that the chief mechanical engineer of Westrail estimates the cost of electrifying the Perth-Fremantle railway at about \$50 million, but, according to the Minister, other Government officers estimate it at \$109 million.

Is it not a matter for serious concern that senior Government officers should give such vastly different estimates of the cost of the same thing?

Mr RUSHTON replied:

Firstly, in my few comments to the Leader of the Opposition I gave the answer. In fact, the chief mechanical engineer had only a very brief time in

which to prepare the information. It is my understanding that he sent forward information which had been updated by somebody else. As to the second point, the member will receive his answer if he reads the document tabled today, which is Westrail's material in relation to electrification. The member will find the answer in that.

JOHN GILL ADVERTISING

Takeover by D'Arcy MacManus and Masius

6. Sir CHARLES COURT (Premier): Yesterday I promised the member for Gosnells that I would look into a query he raised about a question asked by him in November last year and another question he asked in April. He wanted to make sure he received an answer before the anniversary of the first question, I think was his comment. The question 2545 of the 28th November, 1978, reads—

- (1) Is it a fact that the Eastern States advertising agency, D'Arcy MacManus and Masius, is planning to take over the Western Australian owned agency, John Gill Advertising, as reported in the *Advertising News* of 27th October, 1978?
- (2) Is D'Arcy MacManus and Masius owned by United Kingdom and United States interests?
- (3) Have any Government departments had an account with either of these agencies in the past four years?
- (4) If so, what are the details?
- (5) Do any Government departments or agencies have any plans to direct work to either of these agencies in the future?
- (6) If "Yes" to (5), what action does he plan to take in accordance with his recently stated policy on the production of television commercials for Western Australia's 150th Anniversary?

The question 564 on the 26th April reads—

When does he expect to be able to provide me with the information promised in his answer to my question 2545 of 28th November, 1978?

The answer I gave on Thursday, the 10th May, is recorded on page 1346 of *Hansard* as follows—

- (1) Yes.

I am informed that D'Arcy MacManus and Masius own 60 per cent, and Gill and staff own 40 per cent.

- (2) I understand so.
- (3) Yes.
- (4) The WA Arts Council engaged John Gill Advertising to prepare advertising for the council's touring department. The advertising was for a limited number of tours and related to the period the 1st July to the 30th October, 1976.
- (5) There are no current plans to direct work to either of the agencies in the future.
- (6) Not applicable.

RAILWAYS: ELECTRIFICATION

Report of Chief Mechanical Engineer

7. Mr JAMIESON, to the Minister for Transport:

Why does the Government consider that the Director-General of Transport, who is a former oil company executive; the Commissioner of Main Roads, whose job is roads; and the Chairman of the Metropolitan Transport Trust, whose background is in bus transport, are better qualified to give an accurate estimate of the cost of electrifying the suburban railways than the chief mechanical engineer of Westrail?

Mr RUSHTON replied:

The answer has already been given, that the information was sought from the chief mechanical engineer and that that was sent forward. As reported by Mr McCullough, the same gentleman participated in the review committee which in fact has worked on the information I tabled today.

In relation to the senior executives, I believe they are very competent. They are backed up by professional people who are well qualified to assist in such an assessment. I would say that the member for Welshpool is attempting deliberately to denigrate these people who have demonstrated their value to the State by a very creditable performance. I suggest that the member think again before he attempts to attack them under privilege in this House.

Mr Jamieson: I have offered to attack them outside, in public—

The SPEAKER: Order!

Mr Jamieson: You cannot get out of that.

Mr RUSHTON: The member should remember the fact that the Commissioner of Railways has some very expert and professional officers in his team. The Director General of Transport has also some well qualified professional people with him. Mr George Shea is recognised as a leader in his own field, and he has very strong support. The Commissioner of Main Roads is once again a very qualified man, with excellent support.

Mr Jamieson: In his own field.

Mr RUSHTON: I have every confidence that these people have produced a creditable summary, an impartial summary. That is what the Government has tabled today.

ZIMBABWE RHODESIA

Prime Minister's Actions

8. Mr STEPHENS, to the Speaker:

Could I seek clarification of your ruling, Mr Speaker, on my question without notice? We have a Minister in this Parliament who holds the portfolio of Federal Affairs. Might I not ask that question of the Premier representing the Minister for Federal Affairs?

The SPEAKER replied:

In my view, the question was clearly one concerning foreign policy, and that responsibility rests with the Federal Parliament.

INDUSTRIAL DISPUTES

Days Lost

9. Mr TONKIN, to the Premier:

(1) How does he explain that 13 700 working days only were lost due to

industrial disputes in South Australia, compared with 24 600 lost in Western Australia during the March quarter, and that for the calendar year 1978 only 79 100 working days were lost in South Australia and more than double that number were lost in Western Australia—197 900, to be precise?

- (2) Does he believe that there is a far greater number of communist conspirators in Western Australia than there are in South Australia?
- (3) If so, how does he account for this?
- (4) Has he seen the results of research which suggest that votes for the Liberal Party increase when there is industrial disputation?
- (5) Does this explain his deliberately provocative attitude in industrial relations?

Sir CHARLES COURT replied:

- (1) to (5) I give the honourable member the same answer I gave him yesterday.

TOWN PLANNING: MRPA

Invitation to City of Canning Officers

10. Mr BATEMAN, to the Minister for Local Government:

- (1) Will the Minister give the Parliament a full account of why officers of the MRPA rang the City of Canning and invited the town clerk, the mayor and the town planning officer to lunch today?
- (2) Will she further give full reasons why I, as the elected member of Parliament representing the people of Canning, was not invited to an inspection with officers and others, of the proposed new highway to be constructed along the Canning River?
- (3) If she cannot give answers to the above questions, will she have an investigation made into why such rude and inconsiderate actions have taken place?

Mrs CRAIG replied:

- (1) The invitation was made at the request of the Chairman of the Metropolitan Region Planning Authority.

- (2) I have not had the opportunity to discuss this matter with the chairman of the authority. I am aware that the authority, in consideration of submissions made regarding the south-east corridor amendment, visited particular sites and has been having further discussions with people who had made submissions. The authority is therefore in committee and I do not consider it appropriate that people, other than authority members, should be involved in these discussions.
- (3) I am sure that no disrespect to members of Parliament was intended but following my discussions with the chairman, I will write to the member direct.

ELECTORAL: STATE ELECTIONS

Early Date

11. Mr CARR, to the Premier:

- (1) Has the Premier seen the Morgan Gallup Poll which is printed in this morning's edition of *The Bulletin* and which shows support for the ALP of 52 per cent and for the Liberal-National Country Party Government of 40 per cent?
- (2) Is the Premier aware that a breakdown of those figures on a State by State basis provides the following figure for Western Australia—

ALP	54 per cent
Australian Democrats	4 per cent
Liberal Party	36 per cent
NCP	3 per cent

- (3) In view of this overwhelming indication of dissatisfaction with the performance of the Liberal Government, would the Premier give all the people of Western Australia the opportunity to express their opinions by calling an election at the first possible date?

Sir CHARLES COURT replied:

- (1) to (3) Firstly, I have not seen the poll to which the honourable member refers. Rarely do I see *The Bulletin*, but no doubt I shall catch up with it in due course.

Polls never impress me. In fact my colleagues know that when a poll is published which is favourable to us I shudder, because when this occurs all our supporters stop working. Perhaps I should circulate a few copies of the poll the honourable member has just mentioned.

As far as the election is concerned, I have made it very clear that everyone will know about it at the due and proper time.

RAILWAY: FREMANTLE-PERTH

Closure: FOR Submission

12. Mr DAVIES, to the Minister for Transport:

Yesterday by way of debate and in questions directed to the Minister we asked him to table both the preliminary and subsequent reports or memos from the chief mechanical engineer relating to electrification of the railway line and the report on the Friends of the Railways.

Today the Minister has tabled paper No. 267 which is "Westrail's assessment of electrification" and paper No. 266 which is "Summary of assessment of the Friends of the Railways' report". Neither of these documents is the papers we asked for. Does the Minister intend to table the additional papers if he has nothing to hide?

Mr RUSHTON replied:

On request, I have tabled the two reports referred to by the Leader of the Opposition. I thought he would have ready access to Westrail papers as a result of the recent paper which was leaked.

I do not intend to table files. It has not been our custom to do so. I undertook to table these two reports and I have done so. One of them is the presentation by Westrail which relates to electrification.

Withdrawal of Remark

Mr DAVIES: I should like to ask you, Sir, to request the Minister to withdraw the implication that I have access to Westrail papers or that I had anything to do with the report which appeared in the newspaper. He has made this allegation twice and it is completely

untrue. I ask the Minister either to prove his statement or shut up and apologise.

The SPEAKER: The Leader of the Opposition seeks my involvement with respect to the implication made by the Minister that some improper motive has prompted the Leader of the Opposition in a particular action. I ask the Minister, and all other members of the House, not to make remarks which are designed to be hurtful to other members.

Mr DAVIES: It is not hurtful to me in any way. It is just untrue. Does it mean now that members can say these things and do not have to prove them?

The SPEAKER: I ask the Leader of the Opposition to resume his seat. As the Leader of the Opposition is obviously pressing for a withdrawal of the remark, I ask the Minister to withdraw it.

Mr RUSHTON: At your request, Sir, I withdraw the remark. I should like to make the comment, however, that last night a number of remarks were made which were not true, but I did not ask for a withdrawal of them.

Questions (without notice) Resumed

Several members interjected.

The SPEAKER: Order! I will allow two more questions.

MINISTER FOR TRANSPORT

Misleading of House

13. Mr McIVER, to the Minister for Transport:

My question relates to a letter the Minister received from the secretary of the locomotive drivers' union which stated that the Minister misled the House when answering a question I asked of him prior to the House rising. I asked the Minister whether, in the light of the reply he gave to the secretary of the locomotive drivers' union following reports he had received from the Commissioner of Railways and the Chairman of the MTT, he was satisfied that he had in fact misled the House. I should like the Minister either to table or make available to members a copy of this letter.

Mr RUSHTON replied:

The member is referring to a letter sent to me by the locomotive engineers containing points relating to one of the questions asked by the member. I have answered the letter. If the member requires greater detail, I ask him to place his question on the notice paper and I will give him whatever information he requires.

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14. Mr PEARCE, to the Premier:

This question is further to the question without notice which I directed to the Premier yesterday. I should like to offer

the Premier an apology for implying he had not answered a question which he had in fact answered on Thursday, the 10th May.

I should like to offer the Premier the following explanation in mitigation. He gave his answer at a time when I was in New Zealand with the Australian debating team. Apparently the answer he gave was removed from the Chamber before I returned and I was not able to find it on my desk. Nevertheless, I should have checked *Hansard* myself to see whether in fact he had answered the question. I offer the Premier my unreserved apologies.

Sir CHARLES COURT replied:

I was concerned only to ensure that the member had received the answer.
