

past in an endeavour to get children out or to improve their conditions in some way. It is so very different now that it is difficult to believe such a metamorphosis could come about.

I met Dr. Ellis in Melbourne when I was doing my world survey into mental health, epilepsy, and other matters. At that time he struck me as being a very progressive man. I will mention a simple point, but it will serve to show how one can take notice and draw conclusions. In one of the homes I went to in Melbourne all the little boys were wearing different coloured guernseys instead of the usual issue of grey ones. The guernseys were dyed on the premises and the boys were very neatly dressed.

The children in one section were suffering from weak legs and arms. There were bicycles of every shade and size for the children who used to squabble continuously through wanting to use them. However, while they were doing that they were exercising their legs but previously the doctors had found it impossible to get the children to do anything about it. I thought at the time that there was someone behind the idea and that he was the one who had made the bicycles available. I found out that Dr. Ellis was responsible for it, and I was very grateful for the action that had been taken. When I returned I mentioned to the Minister that I had seen Dr. Ellis.

There is a great swing forward in the world today in the field of mental health. In England it has become necessary since the war to pay much more attention to mental health than previously, because nervous breakdowns were very common in England during and after the war. I saw this, too, when I was doing my research into epilepsy and mental health.

To know of the new facilities at Claremont is a pleasure, and I am bringing this matter forward because I am the one who complained so bitterly about the Claremont Mental Hospital. Mr. President, you would remember that. To see such a metamorphosis is very heartening. I know that a Labor Government, had it the opportunity, would do the same as this Government has done. I commend the Government for its action. I do not often commend the Government as you, Sir, would know, but on this occasion I commend it for what has been done and for the happiness which has been brought to mothers—whom I see but the Minister never sees—who have children at Claremont.

I am working on something at the present time. A lad at Claremont constantly falls and a helmet has been bought for him. However, it has not been possible to buy him one which will not break. I am on my way to doing something about it now. That is the kind of thing that is going on.

I have been mixed up in this type of work over the years in trying to do something to improve the conditions. It gives me much satisfaction to see some improvements being carried out. As I have said, I do not often rise to say nice things about the Government, but I do on this occasion. I support the Bill.

THE HON. G. C. MacKINNON (Lower West—Minister for Health) [7.50 p.m.]: I feel constrained to thank Mr. Dolan for his analysis of the Bill and Mrs. Hutchison for the nice things she said. I do not think we should let such a rare occasion pass unnoticed. It is very nice of her and I appreciate it. I shall certainly convey her thoughts to Dr. Ellis.

Over the last couple of years we have been extremely fortunate also in having secured Dr. Blackmore who is currently Superintendent of Claremont Mental Hospital. Indeed, the staff of the Mental Health Services is one of which we can all be justifiably proud. We are not at the end of the road yet, but I think we are making progress and working together and I am quite sure we can continue to do so. This Bill is a very little step, as Mr. Dolan said, but nevertheless it is a step forward. We hope that gradually the work will continue and year by year we will see improvements in the lot of these unfortunate people.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

House adjourned at 7.53 p.m.

Legislative Assembly

Tuesday, the 27th August, 1968

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

QUESTIONS (36): ON NOTICE KALGOORLIE WATER SUPPLY

Adequacy

1. Mr. T. D. EVANS asked the Minister for Water Supplies:

Apropos his answer of the 21st August, will he detail the possible methods under consideration whereby the source of supply of water in Mundaring Weir may be augmented?

Mr. ROSS HUTCHINSON replied:
Among the possible methods under consideration are further storages on the Helena River either upstream or downstream of Mundaring Weir, storages on new streams, and development of underground supplies.

LANDS AND SURVEYS

File 3918/65

2. Mr. GRAHAM asked the Minister for Lands:

Will he lay on the Table of the House Department of Lands and Surveys file, number 3918/65?

Mr. BOVELL replied:

Yes, until Thursday, the 29th August, 1968.

The file was tabled.

LIGHT INDUSTRIAL LAND

Rockingham

3. Mr. RUSHTON asked the Minister for Industrial Development:

- (1) How many light industrial blocks have been released at Dixon Road, Rockingham?
- (2) Will additional light industrial blocks be made available at Rockingham, if so—
 - (a) how many;
 - (b) what will be the area of each block?
- (3) Is it intended to give freehold titles for any of this land if required?
- (4) If "Yes," under what conditions?

Mr. COURT replied:

- (1) 33.
- (2) Yes.
 - (a) It is anticipated that about 75 further lots will become available.
 - (b) A survey has yet to be carried out, but the area of blocks will average about three-quarters of an acre.
- (3) and (4) Tenure is by lease on a long-term basis. However, consideration can be given to freehold when all conditions to the lease have been met.

ORELIA AND PARMELIA

Shopping Sites

4. Mr. RUSHTON asked the Minister for Housing:

- (1) Is it intended to zone shopping areas for Orelia and Parmelia?
- (2) Who will control development of shopping sites?
- (3) Will freehold titles be available?

Mr. O'NEIL replied:

- (1) Yes.
- (2) The State Housing Commission.
- (3) Currently, it is commission policy to invite development propositions—either freehold or leasehold—the merits of which are resolved by the commission after detailed examination of all aspects of each proposal.

Unless substantial reasons arise between now and when it is considered appropriate to invite proposals for Orelia and Parmelia, this method will be followed.

LAND BOARD ALLOCATIONS

Three Springs, Coorow, and Carnamah Shires

5. Mr. GRAHAM asked the Minister for Lands:

- (1) How many blocks in the Three Springs, Coorow, and Carnamah Shire Council districts were the subject of land board allocations last year?
- (2) Who constituted the land board in each case?
- (3) Who were the successful applicants?
- (4) What were the names of the unsuccessful applicants in each case?
- (5) Of the successful applicants—
 - (a) who were residents of the area for more than 12 months;
 - (b) who were residents elsewhere in the State;
 - (c) who were persons from outside the State?
- (6) Which of the successful applicants were already the holders of farming land—
 - (a) in the locality;
 - (b) elsewhere?
- (7) Is any degree of preference given to ex-servicemen; if so, what is the extent of such preference?

Mr. BOVELL replied:

- (1) 69 (serial 73).
- (2) Serial 73 consisted of land located in the shires of Three Springs, Carnamah, and Coorow. The land board comprised: Mr. E. E. O'Brien, Chairman; Mr. N. G. Ranson, Chief Inspector Lands Department; and the shire presidents of the shires in which the particular land was situated—Mr. P. L. Millard, Three Springs,

Mr. F. C. G. Lucas, Carnamah, and Mr. P. W. Thomson, Coorow. All three shire presidents either sat on the board or were observers, and all assisted in the final allotments.

- (3) A copy of the Press release showing the successful applicants is submitted for tabling.
- (4) There were 546 applicants for this land release and a copy of the list of all applicants is submitted for tabling.
- (5) (a) 50.
(b) 16.
(c) 3.
- (6) (a) 12.
(b) 14.
- (7) Preference to ex-servicemen in land board allocations would apply where evidence indicated all things as being equal among the applicants.

In addition to serial 73, one individual block, Victoria Location 10714, was also released.

The land board comprised Messrs. E. C. De Luca, Chairman, H. E. Coffey and W. W. Vickery—all Lands Department officers.

The successful applicants were H. A. and T. D. Lovegrove who were residents in the area for more than 12 months and already held farming land in the locality.

Unsuccessful applicants were E. H. and T. A. Boddington and V. V. Caruso.

The Press release and the list of applicants were tabled.

TRAFFIC ACCIDENTS

Number per Thousand Drivers

6. Mr. T. D. EVANS asked the Minister for Police:

- (1) How many convictions, per thousand and licensed drivers, have been recorded during 1966 and 1967 due to a breach of regulation 602 of the Road Traffic Code (failure to give way to the right)?
- (2) Is he able to compare these figures with corresponding figures for each of the other States for the same period; if so, will he give the comparisons?

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

- (1) State wide figures of convictions for offences under the Traffic Act are not tabulated, but convictions

under regulation 602 of the Road Traffic Code for the metropolitan area were—

Year ended—

30th June, 1966	1,630
30th June, 1967	1,579
30th June, 1968	1,998

The number of motor vehicle drivers in the metropolitan area has not been segregated for any year prior to 1968, but for the 12 months ended the 30th June last, the total was 242,415. The number of convictions for the 12 months ended the 30th June, 1968, per thousand licensed drivers in the metropolitan area was 8.24.

- (2) No.

LEMONS

Production, Processing, and Levy

7. Mr. RUSHTON asked the Minister for Agriculture:

- (1) What was the factory intake of lemons for processing in Western Australia in the years 1963 to 1968, inclusive?
- (2) What was the State production of lemons for the above years?
- (3) Was the levy due under the Fruit Growing Industry (Trust Fund) Act paid by the purchasing factories for each of the years mentioned; if not, which companies did not pay and who authorised the waiving of the levy?
- (4) If the levy is not paid, what is the penalty under the Act and in what circumstances can the penalty be waived?

Mr. NALDER replied:

- (1) Factory intake lemons—

	Bushels
1963-64	94,795
1964-65	75,902
1965-66	96,936
1966-67	96,346
1967-68	100,989

- (2) State production lemons—

	Bushels
1963-64	134,361
1964-65	114,645
1965-66	140,509
1966-67	134,170
1967-68	151,702

- (3) (a) The Department of Agriculture is aware of only one company failing to pay the levy.
(b) Negotiations are under way for the matter to be finalised.
(c) Payment of the levy has not been waived.
- (4) (a) The maximum penalty is \$200.
(b) Action may not be taken if outstanding levies are paid.

MOTOR VEHICLES

Inspections

8. Mr. DUNN asked the Minister for Police:

- (1) Is he aware that vehicle inspections for licensing are in many instances made by persons who have very meagre or no qualifications?
- (2) In view of the great number of accidents, deaths, and injuries which are attributable to vehicle and mechanical deficiencies, has any consideration been given to the desirability of having every vehicle subjected to a full examination by a properly qualified and competent person prior to the issuing or renewal of a vehicle license?
- (3) Is he aware if a similar system operates elsewhere; if so, could some indications as to its effectiveness or otherwise be indicated?

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

- (1) Police officers engaged on vehicle inspections are qualified by long experience in this work; by undertaking special training courses; and, in many instances, are also fully qualified motor mechanics. I am not aware of the position in country areas.
- (2) Yes. The implementation of an annual compulsory inspection scheme for motor vehicles has been delayed pending the location of suitable sites on which to erect inspection centres.
- (3) Reports from other States and countries do indicate such schemes play an effective part in accident reduction.

PORT OF DAMPIER

Control by Company

9. Mr. BICKERTON asked the Minister for Works:

Referring to questions asked on the 7th and the 29th August, part (1) and part (7) respectively, as follows:—

- (1) Will he table a plan showing the port area under the control of the company at Dampier?
- (7) Will he table a plan showing the limits of the port area over which the company has been exercising control?

How does he, on comparison of the two plans supplied, reconcile the different areas shown in view of the similarity of the questions?

Mr. ROSS HUTCHINSON replied:

The questions asked, although they might appear similar, are quite different—one referring to an area which my department has accepted as being under the control of the company, and the other to the "limits of the port area over which the company has been exercising the control."

Because of the obvious difference, part (1) of the question asked on the 7th August was answered by the supply of a plan showing those areas accepted as being under the control of the company in accordance with leases issued to it.

The plan supplied in response to part (7) of the question asked on the 20th August showed the areas over which the company apparently purported to exercise control pursuant to contracts between the company and other users.

RESERVES

Vesting in Local Authorities

10. Mr. GRAHAM asked the Minister for Lands:

Adverting to my question of the 21st instant—

- (1) How detailed is the plan of development required to be submitted by a local authority seeking vesting of a reserve for public open space?
- (2) Is there any time factor regarding development?
- (3) What steps are taken to ensure that a local authority develops a reserve in accordance with the plan?
- (4) What action can be taken if a local authority materially departs from the approved plan or completely fails to implement the plan?
- (5) What useful purpose is served by the requirement to submit a plan of development, when the public open space is destined to be vested in a local authority in any case?
- (6) When was the requirement provision first instituted?
- (7) In order to obviate local authorities having to prepare plans that might never be implemented in that form, will he discontinue the practice; if not, why not?

Mr. BOVELL replied:

- (1) The plan of development need not be detailed and, depending on the nature of the land concerned, particularly as to its contours, the

plan would indicate very little beyond possible levelling, and the planting of any grasses or trees on the area.

- (2) No actual time has been laid down, but it is presumed that the council would not request a vesting order to be issued until the work to be done on the land is listed on its works development programme for that year.

- (3) Once a council has requested a vesting order and the reserve is vested in the council, the responsibility is that of the local authority. Because councils are quite unable to indicate long-term policies for the actual development of any particular reserve, seeing that councils are subject to change at the hands of the electors every year, and because councils cannot completely commit their successors or future councils to a particular course of action, it seems advisable that a permanent authority, such as the responsible Minister in the Government of the State, should retain overall control of the matter of developing these areas of land.

- (4) Local authorities could be deprived of vesting orders in accordance with existing legislation or by surrendering the vesting order to His Excellency the Governor.

- (5) Town planning and development Acts vest these areas in the Crown and the act of issuing a vesting order to the local authority to control and manage the area is one for decision by the Minister for Lands, whose responsibility it is to ensure that Crown land is utilised in the best public interest.

- (6) The requirement was instituted in August, 1966.

- (7) It is considered in the best public interest that this practice should be continued.

In cases where, as a condition of subdivision, the subdivider surrenders portion of his holding for a public purpose, and the local authority approves of the plan of subdivision, the council thereby agrees to the surrender and the reservation of this land for the purpose indicated in the plan. Local authorities would not request a vesting order until plans had been made to improve the surrendered area for the purpose for which it is set apart, and which the local authority intends to control and manage.

Might I add that an obligation is placed on the Minister for Lands for the time being to ensure that

Crown Land is used for the purpose for which it is returned to the Crown in these cases, and what is considered by the Minister of the day to be in the best public interest.

Mr. Graham: In practice it is a lot of useless red tape.

TOWN PLANNING

Definitions

11. Mr. DUNN asked the Minister representing the Minister for Town Planning:

- (1) Would he give definitions as accepted by the Town Planning Department of the following:—

- (a) project developer;
- (b) speculator;
- (c) land owner?

- (2) Could he also explain at what point does one change from one category to another?

- (3) In what classification does a person purchasing on extended terms fall?

Mr. NALDER replied:

- (1) The department has no set of simple definitions of the various people who show an interest in land. However, merely for the purpose of attempting to answer the honourable member's question, the department would probably regard the three categories as follows—

- (a) a person who develops a subdivision by building a substantial number of houses in a comparatively short period;
- (b) a person who acquires land not with any intention of building on it but of making a profit on the sale of the land in an undeveloped state;
- (c) a person who owns land.

- (2) No, as this would depend on a person's motivation and actions.

- (3) The classification of such a person would depend on his motivation.

BRIDGES

Swan River

12. Mr. TONKIN asked the Premier:

- (1) Does he recall having stated in his policy speech for the 1965 election that steps to be taken towards meeting the State's future needs would include "a start on two new bridges over the Swan River—one near Burswood Island and the other at Fremantle—within the next five years"?

- (2) Is it the Government's intention to fulfil this promise as stated?

Mr. BRAND replied:

- (1) Yes.
- (2) At the end of 1965 the Main Roads Department commissioned consultants to investigate the proposed bridge over the Swan River at Fremantle as part of a possible Fremantle by-pass road. Because of the need to carefully evaluate the consultants' report and the high costs involved, some delay occurred. However, preliminary plan layout of approach roads and site investigations for the bridge are complete. The planning agencies involved have so far accepted the scheme in principle but approval by them is still awaited. When this is received detailed design can commence.

Some delay has occurred in reaching a decision on a bridge over the Swan River near Burswood Island. As part of a recent assignment, De Leuw Cather & Company recommended the construction of a bridge at this point and also one just downstream of the Causeway. The relative needs and priorities for these crossings are now under investigation by the Main Roads Department.

HOUSING FOR GOVERNMENT EMPLOYEES

Albany

13. Mr. HALL asked the Premier:

- (1) How many houses will be—
 - (a) acquired; and
 - (b) built,
 by the Government Employees' Housing Authority during this financial year in Albany?
- (2) For which departmental staffs are these houses intended?
- (3) Since the coming into operation of the said authority, how many houses have been—
 - (a) acquired; and
 - (b) built
 by it in Albany?

Mr. BRAND replied:

- (1) (a) Nil.
- (b) 4.
- (2) State Housing Commission, Education Department, Public Health Department, and Public Works Department.
- (3) (a) 1.
- (b) 6.

TOWN PLANNING

Canning-Armadale Corridor

14. Mr. BATEMAN asked the Minister representing the Minister for Town Planning:

In view of the large number of objections to the Canning-Armadale corridor proposal, will he advise—

- (1) If the objections presented to the M.R.P.A. will be overruled or upheld before the scheme is presented to Parliament?
- (2) If all objectors will be advised of the decision of the M.R.P.A. before the scheme is presented to Parliament?

Mr. NALDER replied:

- (1) The objections will be determined by the authority before the amendment is submitted to the Minister for Town Planning and laid before each House of Parliament.
- (2) This is primarily for the authority to decide, but it is probable that objectors will be advised of the determination of their objections as soon as practicable.

LYNWOOD SEWERAGE SCHEME

Subsidy

15. Mr. BATEMAN asked the Premier:

- (1) Has he received a request from the Lynwood Progress Association to subsidise the connections to the proposed Lynwood sewerage scheme?
- (2) If so, what decision has been made?

Mr. BRAND replied:

- (1) and (2) Two requests have been made. The first was refused and then in a letter dated the 8th August, 1968, reconsideration of this decision was requested.

An acknowledgement of this letter was sent on the 19th August, saying that when a further decision was made the secretary would be advised accordingly.

TRAFFIC ACCIDENTS

Danger Spots

16. Mr. BRADY asked the Minister for Police:

- (1) What are the six accident prone spots current in the metropolitan area for motor vehicle drivers?
- (2) What is the number of accidents, approximately, at these locations for the past year to the 30th June, 1968?

- (3) What is being done to warn country and city drivers of these accident prone danger spots?
- (4) Has the Police Traffic Department the right of initiative in providing precautionary warnings or must the department refer to an interstate traffic authority before the initiative can be taken to avert the frequent accidents at recognised danger spots?

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

- (1) (a) Causeway eastern rotary.
 (b) Causeway western rotary.
 (c) Barrack Street-Wellington Street.
 (d) Milligan Street-Murray Street.
 (e) Beaufort Street-Walcott Street.
 (f) Wellington Street-William Street.
- (2) Accidents reported since the 1st January, 1968, have not yet been analysed, but the number of accidents for the 12 months period ended the 31st December, 1967, are as follows:—
- (a) Causeway eastern rotary—500.
 (b) Causeway western rotary—224.
 (c) Barrack Street-Wellington Street—100.
 (d) Milligan Street-Murray Street—80.
 (e) Beaufort Street-Walcott Street—65.
 (f) Wellington Street-William Street—61.
- (3) It is not considered that any warning system would be effective. Three of the intersections listed above are already equipped with traffic lights. They are—
- (a) Barrack Street-Wellington Street.
 (b) Beaufort Street-Walcott Street.
 (c) Wellington Street-William Street.
- (4) There is no requirement to make any reference to an interstate traffic authority before erecting warning or control signs or signals. A national committee composed of State traffic control engineers sets out guidelines and warrants for various types of control measures. Nevertheless, the Commissioner of Main Roads, as sign-erecting authority under the traffic regulations, may, with the approval of the Minister for Traffic, erect such signs and signals as may seem desirable.

FLASHING LIGHTS

Priority in Eastern Districts

17. Mr. BRADY asked the Minister for Police:

- (1) When are the traffic lanes in the eastern districts of the metropolitan area, north of Bayswater, to be provided with flashing lights for vehicles and pedestrians?
- (2) Is there a priority system for the provision of such flashing lights?
- (3) What priority do the Midland, Guildford, Bassendean areas have in relation to the priority, if any?

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

- (1) and (2). Traffic control signals are installed in the metropolitan traffic area on a priority system established from traffic volume warrants and the occurrence of right angle accidents which are of the type susceptible to correction by the provision of such facilities. The priority list is reviewed annually, and the current review does not indicate high priorities in the area north of Bayswater.
- (3) The highest priority for sites in Midland, Guildford, and Bassendean areas are respectively—
- (a) Great Northern Highway-Morrison Road, priority 142.
 (b) East Street-Terrace Road, priority 74.
 (c) Guildford Road-North Street, priority 207.

These priorities are expected to alter due to traffic control measures already taken or under consideration with regard to higher sites. In particular, East Street-Terrace Road will be considered in conjunction with the adjacent rail crossing protection.

MIDLAND STATION

Kiosks

18. Mr. BRADY asked the Minister for Railways:

- (1) Are tenders being called for leasing of kiosks at the new Midland Station?
- (2) If "No," what are the arrangements for conducting kiosks?
- (3) What is the nature of kiosks to be conducted at the new station?

Mr. O'CONNOR replied:

- (1) and (2). Tenders have been called.
- (3) There are two kiosks. One will be devoted to the sale of light refreshments, confectionery, aerated

waters, cigarettes, newspapers, and periodicals. Use of the second kiosk has yet to be determined.

NON-STOP TRAINS

Running Times

19. Mr. BRADY asked the Minister for Railways:

What will be the running time for non-stop trains, Midland to Perth, and *vice versa*?

Mr. O'CONNOR replied:

Running time from Midland to Perth will be 20 minutes. Proposals do not include non-stop trains from Perth to Midland.

Generally speaking, the proposed faster services are based on non-stop running between Bassendean and East Perth in each direction, and the running time between Midland and Perth for these trains will be 25 minutes.

HOUSING FOR GOVERNMENT EMPLOYEES

Kalgoorlie

20. Mr. T. D. EVANS asked the Premier: How many homes has the Government Employees' Housing Authority—

(a) acquired (other than from other Government departments);

(b) built in Kalgoorlie?

Mr. BRAND replied:

(a) Four.

(b) None—but a tender has been accepted for seven houses and one duplex, and a further house is to be built for which tenders will be called shortly.

RAILWAY WAGONS

Supply to C.S.B.P. and Cresco

21. Mr. McPHARLIN asked the Minister for Railways:

How many, and on what days during the 1967-68 superphosphate delivery season, were the railways unable to supply the wagons ordered by the manufacturing works of C.S.B.P. and Cresco?

Mr. O'CONNOR replied:

This information is being extracted but it will be a few days before final details are available. The honourable member will be supplied with the information as soon as complete figures are taken out.

SUPERPHOSPHATE

Demurrage

22. Mr. McPHARLIN asked the Minister for Railways:

How many debits for demurrage were raised against farmers for each month by the Railways Department for exceeding the unloading time of eight working hours under clause 32 tariff 1 railway goods rates book from the 1st October, 1967 to the 1st January, 1968, for—

(a) bagged superphosphate;

(b) bulk superphosphate?

Mr. O'CONNOR replied:

Extraction of the information previously requested by the honourable member has not yet been completed. This additional information will be extracted and provided as soon as possible.

TOTALISATOR AGENCY BOARD

Credit Betting

23. Mr. TONKIN asked the Minister for Police:

Will he explain the apparent conflict between section 33, subsection b (i) of the Totalisator Agency Board Betting Act, which absolutely prohibits a telephone bet unless a credit account is first established by the person making the bet, and that part of the T.A.B. "Operating Instructions" No. 279/68 which provides for making a telephone bet "without requiring the opening of a deposit account"?

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

In the opinion of the board, there is no conflict. The board, on legal advice, considers that section 33(b) applies to an agent only where the agent is acting on behalf of the board. The operating instruction, at the bottom of page 2, refers only to the case where the agent is acting on behalf of an investor. There is no bet until the agent, on behalf of the investor, deposits the amount of the bet in cash in accordance with section 33(a) (i) of the Act.

The operating instruction, on the top of page 3, requires the agent to make it clear to the investor, *inter alia*, that the bet is a cash bet.

RESUMPTIONS FOR HIGHWAYS*Requirements and Compensation*

24. Mr. BATEMAN asked the Minister representing the Minister for Town Planning:

In view of the uneasiness brought about by the threat of resumption of land in the Cannington-Gosnells area, could he advise:

- (1) When the land will be required for the Roe access highway?
- (2) When the road will be required for the Beechboro-Gosnells highway?
- (3) When it is the intention of the M.R.P.A. to pay compensation for land required for the proposed highways?

Mr. NALDER replied:

- (1) and (2) Present indications from the point of view of both planning and finance are that land for the Roe access freeway and the Beechboro-Gosnells highway will not be required for at least 10 years.
- (3) If and when the land is acquired, or when the authority is required to pay compensation as a result of determinations of applications to develop land.

RING ROAD SYSTEM*Northern Leg*

25. Mr. JAMIESON asked the Minister for Works:

- (1) Would he lay on the table the latest ring road Hamilton-interchange plans?
- (2) What land has been resumed for the north leg of the ring road?
- (3) Has any determination been made on the exact location of the bridge over the river to join the north leg of the ring road with road systems on the eastern side of the river?

Mr. ROSS HUTCHINSON replied:

- (1) The latest plans of the ring road and the Hamilton-interchange are shown in the phase II report by De Leuw Cather and Company. A copy is in the parliamentary library. This report is at present being evaluated by the Main Roads Department.
- (2) A little more than 30 per cent. of the land required for the north leg of the ring road has been purchased or resumed. To list all the land which has been acquired would involve a very extensive statement which would have to be

amplified by plans. However, if the honourable member wishes to have these details I am sure the Secretary of the Main Roads Department will be pleased to supply them.

- (3) No.

TROPIC OF CAPRICORN*Latitude Variations*

26. Mr. JAMIESON asked the Chief Secretary:

- (1) What is the most northerly point of latitude to which the Tropic of Capricorn has been known to reach by observatory calculations?
- (2) What is the most southerly point of latitude to which the Tropic of Capricorn has been known to reach by observatory calculations?
- (3) What was the date at which the respective maximum deviations last occurred?

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

- (1) At present and over the last few thousand years, the Tropic of Capricorn has been moving north. In the course of each year it oscillates by a very small amount and over a period of 19 years it oscillates with an amplitude of about nine seconds.

The most northerly point the Tropic will reach in 1968 will be 23 degrees 26 minutes 44.11 seconds.

The most northerly point the Tropic will ever reach will be in the year 11298, when it will be 22 degrees 37 minutes 56 seconds.

- (2) 24 degrees 14 minutes 39 seconds in the year 7281 B.C.
- (3) Answered by (1).

VAPOUR INJECTION UNIT*Re-examination*

27. Mr. JONES asked the Minister for Industrial Development:

Is the department prepared to re-examine the commercial possibilities of the Kohler vapour injection unit; if "Yes," what assistance will be made available?

Mr. COURT replied:

Yes. If requested, the department will arrange for the testing of the unit by a recognised authority so that an assessment of its commercial possibilities can be obtained.

STATE HOUSING

Eligibility of Applicants

28. Mr. BERTRAM asked the Minister for Housing:

- (1) Is the income of the applicant personally the only income taken into account in establishing the maximum income allowable to qualify for State housing eligibility?
- (2) If an applicant is eligible for State housing assistance incommensurate, are there any circumstances which may nevertheless bar him from such assistance; if "Yes," what are they?

Mr. O'NEIL replied:

- (1) Yes.
- (2) Yes. They are—
 - (a) proven poor payment history;
 - (b) unacceptable standards of domestic hygiene and/or property care;
 - (c) unacceptable standards of social behaviour.

The latter two are assessed on those of the community in which accommodation is sought.

SEWERAGE

Mt. Hawthorn

29. Mr. BERTRAM asked the Minister for Water Supplies:

- (1) What areas of the Mt. Hawthorn electorate are not serviced by deep sewerage?
- (2) When will the said areas be serviced?

Mr. ROSS HUTCHINSON replied:

- (1) (a) West of Wanneroo Road between Hector and Green streets to Hutton Street except for the industrial area adjacent to Scarborough Beach Road.
- (b) A small pocket south of Scarborough Beach Road and north of Lake Monger.
- (c) East of Lake Monger and south of Britannia Road.
- (d) Eastern fringe of Herdsman's Lake to the west of Harbourne Street.
- (2) (a) Portion of this area will be served this financial year.
- (b) Preliminary design has been completed and if funds are available a start could be made about the end of this financial year.
- (c) Plans have been held in abeyance as much of the area is subject to rezoning into high density, and full details are not yet available.

- (d) Sewerage of this area is dependent on the type of development proposed and may require contributions from the developers.

NATIVE RESERVES

Provision of TV Sets

30. Mr. RUSHTON asked the Minister for Native Welfare:

- (1) Have TV sets been made available on native reserves by the department?
- (2) Has this service been successfully established?
- (3) At what reserves have TV sets been installed?
- (4) What other special facilities are available to native reserves for recreation and occupational training for the residents of the reserve?

Mr. NALDER (for Mr. Lewis) replied:

- (1) No.
- (2) Not by the department.
- (3) This information is not available to the department.
- (4) Pre-school and adult education centres have been established on those reserves having a substantial population. These halls are usually under the control of local welfare committees which raise funds in various ways to provide such items as radiograms, TV sets, kindergarten and other furniture, crockery, sewing machines, etc.

HAMERSLEY IRON PTY. LTD.

Control over Flying Foam Passage

31. Mr. TONKIN asked the Minister for Works:

Relating to his reply on Thursday, the 22nd August, will he state the source from which Hamersley Iron Pty. Ltd. derives the authority to exercise control over Flying Foam Passage pursuant to contracts made by the company despite the fact that the Government has not authorised the company to exercise any control of Flying Foam Passage?

Mr. ROSS HUTCHINSON replied:

Clause 10 (a) (f) of the agreement ratified by Parliament.

PAYNES FIND SCHOOL

Attendances and Maintenance Costs

32. Mr. JAMIESON asked the Minister for Education:

- (1) In view of there being an apparent discrepancy between the number of students actually attending the Paynes Find School

and the answer given on the 22nd August, will he supply the names of the students attending this school?

- (2) As information has previously been available on costs of maintaining individual schools (see answer to question 23 on Wednesday, the 5th October, 1966) when did the department change its policy on compiling statistics?

Mr. NALDER (for Mr. Lewis) replied:

- (1) The names of individual students are not kept in the department. This information will not be obtainable until the school resumes on the 9th September, 1968. The figure of seven given in the answer on the 22nd August, 1968, was the enrolment on the 1st August, 1968.
- (2) There has been no change in departmental policy. These figures are not normally compiled, so that accurate statistics are not available. An estimate of the cost of maintaining the Payne's Find School for the last three financial years is as follows:—

				\$
1965-66	....	....	....	4,600
1966-67	....	....	....	4,100
1967-68	....	....	....	4,100

PERTH RAILWAY STATION: LOWERING

Accreditation of Firm

33. Mr. JAMIESON asked the Premier:
Would he lay on the Table of the House a copy of the information submitted by Western Australia Development Corporation on the 23rd December, 1966, in connection with its accreditation for proposals for lowering the railway through the city?

Mr. BRAND replied:

Yes.

The papers were tabled.

TROPIC OF CAPRICORN

Latitude Variations

34. Mr. JAMIESON asked the Minister representing the Minister for Justice:
What was the position of latitude of the Tropic of Capricorn on the 21st July, 1966, the date of approval of the Electoral Commissioners' final report on the redistribution of electoral boundaries?

Mr. COURT replied:

23 degrees 26 minutes 42.54 seconds.

WANNEROO HOUSING SCHEME

Tabling of Papers

35. Mr. TONKIN asked the Minister representing the Minister for Town Planning:

Will he table the papers relating to a proposal put forward in 1966, which was supported in principle by the Wannon Shire Council, for a large housing development scheme for the area known as Luisini's vineyard, Wannon?

Mr. NALDER replied:

It is considered that such papers should not be tabled but they will be made available for private examination by the honourable member.

OCEAN BEACH EROSION

Research Grant

36. Mr. FLETCHER asked the Treasurer:
It is understood that the South Australian Government made a grant of \$6,000 a year for three years to the Adelaide University for use in research into ocean beach erosion. What amount, if any, has been made available by the present Government for this or allied purposes?

Mr. BRAND replied:

The State contributions to research projects approved by the University and the Australian Universities Commission for ocean beach erosion and allied purposes have totalled \$2,500. Also State grants totalling \$2,050 were provided to the University for two other specific projects. In addition, facilities for research erected at State expense at the Public Works engineering research station are used by the University.

QUESTIONS (5): WITHOUT NOTICE

RAILWAY EMPLOYEES

Holiday for Geraldton Sunshine Festival

1. Mr. SEWELL asked the Minister for Railways:

As Wednesday, the 28th August, was proclaimed a half-day holiday in Geraldton for the purpose of allowing workers with their families to attend functions related to the Sunshine Festival being held there, will he give permission for all railway employees who can be released from their duties to have the gazetted holiday on that day?

Mr. O'CONNOR replied:

I thank the honourable member for giving some notice of this question. Public holidays for railway staff are governed by the relevant industrial awards. Railway officers are granted Public Service holidays. Wednesday the 28th August, 1968, has been declared a Public Service holiday for Geraldton and, in view of this, railway officers at Geraldton will be entitled to a public holiday on that day and will be released from duty if practicable. Railway wages staff awards do not make provision for a public holiday on this day and, in view of this, a public holiday will not apply.

TRAFFIC ACCIDENTS

Number per Thousand Drivers

2. Mr. T. D. EVANS asked the Minister for Traffic:

Further to question 6 on today's notice paper, and because of his inability to answer the question, would he be good enough to try to obtain the information so that a comparison can be made?

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

I will have another look at the matter and if I can I will give the honourable member the figures he requires.

PERTH RAILWAY STATION

Lowering: Government Commitment

3. Mr. TONKIN asked the Premier:

I have not given prior notice of this question because I do not think the Premier requires it. The week before last I asked a question about a letter of intent which had been given to the Western Australia Development Corporation in connection with the sinking of the railway, and I asked whether the Government had any obligation under the arrangement already made if it did not subsequently proceed with the proposal. The Premier will recall at the time he answered that the letter of intent was being prepared, and that he would have to give consideration to making its contents available.

Has the letter been prepared; and does it provide for any obligation on the Government, whether or not the proposal is proceeded with?

Mr. BRAND replied:

I understand there is no obligation on the Government. However, I had better confirm this,

so I see no point in making a firm reply to the Leader of the Opposition. I will give him a reply tomorrow.

The SPEAKER: The first question was, "Has the letter of intent been prepared?"

Mr. BRAND: Yes.

HOUSING

Plight of Subiaco Family

4. Mr. GRAHAM asked the Minister for Housing:

- (1) Has his attention been drawn to the circumstances of a family, or part of it, which, I understand, has been camped on the verge of Churchill Avenue, Subiaco?
- (2) If so, what are the circumstances as to why assistance, by way of accommodation, has not been offered by the State Housing Commission?

Mr. O'NEIL replied:

- (1) and (2) The only indication I have as to the plight of this family was given to me last Saturday afternoon when I received a phone call from a television newsman. I have since asked that the commission make some inquiries as regards the circumstances of this family, but as yet I have not been advised.

PARLIAMENT

Second Sitting

5. Mr. BRAND (Premier): Some time ago I think the member for Kalgoorlie asked me to give some indication, as soon as possible, of the approximate date of the termination of the sitting of this present session. It would appear to me that we may finish sitting in the first week in November. If by any chance we can finish earlier, so much the better.

In respect of the second sitting, in 1969, I suggest the middle of March would be an appropriate time. There will be no fixed time. It seems to me, having reconsidered the question, that it would be desirable in Western Australia to start the second sitting half-way through March and continue for about six weeks, having regard for the Easter break.

GRIEVANCE DAY

Procedure: Statement by Speaker

THE SPEAKER: With the indulgence of the House I wish to make an announcement that under our new Standing Orders the first grievance day will take place

tomorrow. As members are aware, this is covered by Standing Orders 224 to 228, inclusive.

I have given some consideration to the procedure which should be adopted. As members know, there can be four speakers, two from the Government side and two from the Opposition side, who will be entitled to speak. The Leader of the Government, or a member deputed by him, has the privilege of replying to any matter raised by any one of the four speakers.

The procedure I intend to adopt is that I will look to the Opposition first. I will not necessarily call on the Leader of the Government there and then to reply, unless he indicates that a Minister wishes to reply immediately. However, I will permit the Minister to reply at some time prior to the closure of the debate.

I appreciate the fact that some matters may be raised on which Ministers may have no personal knowledge and they may wish to consult their departments, but I desire to make it clear that if a Minister does not exercise his right to reply during the actual day of the debate, he does not have that right on any other occasion.

FIREARMS AND GUNS ACT AMENDMENT BILL

Introduction and First Reading

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

SUPERANNUATION AND FAMILY BENEFITS ACT AMENDMENT BILL

Second Reading

Debate resumed from the 15th August.

MR. TONKIN (Melville—Leader of the Opposition) [5.8 p.m.]: We on this side of the House are prepared to support this Bill. Its purpose is a simple one, but a good one; that is, to make it possible for more housing accommodation to become available in Western Australia.

It is very well known that there is an acute housing shortage, not only for members of the general public—particularly those in the low income group—but also for Government employees. For very many years Government departments have neglected to make proper provision for their employees; and I speak with a personal knowledge of this question, because I was one of those very seriously affected.

I think if I detail, as well as I can remember, what my experience was, it will serve to justify the action which was taken by the Teachers Union during the last election in order to get some action on the part of the Government.

Mr. Brand: I would think there was every justification for taking action long before.

Mr. TONKIN: Yes; but there is always a breaking point, and these questions build up until somebody finally does something drastic about them. The strange thing about this is that when they do they get some action.

Mr. Brand: It was ever thus.

Mr. TONKIN: My experience was when I first went out of Training College to Yallingup.

Mr. Bovell: You could not have been sent to a better place.

Mr. TONKIN: The problem was that no provision was made for accommodation and, what is more, the Education Department was not at all concerned about it. So when I got to the district, I had to move about and ask the people there if they were prepared to accommodate me. They were not, for the simple reason they were having difficulty in accommodating themselves.

The upshot of it was I was obliged to take up residence at Caves House where the tariff was three guineas per week and my salary was £4 8s.

Mr. Bovell: Was it a Labor Government in office?

Mr. TONKIN: No it was not.

Mr. Graham: Bad luck!

Mr. TONKIN: The Minister for Education was the late Sir Hal Colebatch. This was an impossible situation for me, as members can well imagine. I applied to the department for a special allowance, as special allowances were paid in other parts of the State where the cost of living was higher. I received a wonderful reply saying the allowance could not be paid to me because I was not in a district covered by the regulations.

Mr. Graham: That is Yallingup!

Mr. TONKIN: It did not matter what the financial situation was, or how great my difficulty, because I was not in a part of the State covered by regulations which provided for allowances, I was left to manage the best I could.

I had to put up with this for some months until the manager of the State Hotels (the late Mr. Campbell) came to Yallingup for a holiday. I explained to him how impossible the situation was and he then agreed that he would make a special reduction in the tariff at Caves House to £1 10s. per week providing I had only my meals there and lived in a room belonging to the guide at Caves House (the late Mr. Dawson). That was the way out for me and I accepted it. When I advised the department, it expressed pleasure and wanted to know whether the accommodation was suitable for a female because it proposed to transfer me.

Mr. Court: I like the last part.

Mr. TONKIN: That is a factual account of how much interest the Education Department and the Government showed in the difficulty of a teacher just out of

college; and I have no reason to doubt that that sort of thing has gone on to a greater or lesser degree over all the years since then. The department, to carry on with my story, did transfer me to a place then known as Nuralingup, which is now known as Forest Grove, where again there was no accommodation. Finally, when I protested very strongly, the department sent an advisory teacher down (the late Mr. Murdoch). He made inquiries round about the area, could find no accommodation, and came back and suggested, quite seriously, that I should live in a tent—

Mr. Bovell: It must have been a Labor Government in office by then.

Mr. TONKIN: —in the south-west. My answer to that was to ask Mr. Murdoch if he were prepared to live in a tent in the south-west, or in any other area, as I was not prepared to do so. The department then arranged to build a corrugated iron shed, unlined, and floored with face cuts which were not nailed down. That was the accommodation provided by a beneficent department.

Mr. Lewis: With a Labor Government in office.

Mr. TONKIN: When a Labor Government came into office I received substantially better treatment.

Mr. Court: They nailed the boards down!

Mr. Jamieson: And provided hessian blinds!

Mr. TONKIN: When The Hon. J. M. Drew—it is no good the Minister trying to put a good face on it for his Government—became the Minister for Education, the situation was very substantially altered.

It is situations such as that which have caused the Teachers Union to decide that some very strong protest was necessary—as indeed it proved—to goad the Government into action, because when the Government first came along with its Government Employees' Housing Authority proposal, I said then, and it was true, that it was only a gesture. It was not a real attempt to solve the problem at all. No wonder the Teachers Union was not content to accept that situation as being any solution to the problem which was growing worse month by month and year by year. The department cannot justify its action in sending teachers out from training college into districts where no suitable accommodation is available or, if it is, it is too expensive, and allowing them to fend for themselves and make the best possible arrangements they can.

No wonder the Teachers Union became so irate about it that it forced the Government to take some action; and it was very loud in its protest. As a result some further action was taken, but it is not sufficient. A lot more will still have to be done to meet this situation. However, to the extent that the Government employees are

provided for by the special methods intended under this legislation, the pressure on accommodation will be ease, and the places which might have been inhabited by teachers will become available for other people and so it will be a contribution to the general housing shortage—a contribution which we on this side of the House will very much welcome.

Briefly this proposal is to permit the Superannuation Board to use surplus funds for the purpose of purchasing from the Government Employees' Housing Authority houses which will become the property of the board; and the money which will be received by the authority as the purchase price will be used again to build more houses and in due time I suppose the Superannuation Board, having accumulated more funds, will be able to purchase additional houses, and so there will be a kind of revolving fund which will enable the Government Employee's Housing Authority to considerably increase the number of properties which will become available for use by the various departments.

Now this is a very good thing, providing it in no way ties up the Superannuation Board with regard to what it would want to do with its funds, and providing, too, the board is not called upon to subsidise the rents. I understand that some of the unions covering Government employees will be keen to ensure their employees are not called upon to pay what would be regarded as excessive rent in relation to the salary they draw, and so they will endeavour to come to some agreement to make sure there will be a certain maximum in the rent.

This maximum figure may not be sufficient to give the Superannuation Board the return which it can reasonably expect to obtain and which it could obtain if it invested the money in some other way. If that situation is brought about it would be unfair to the board and to those people who draw their pensions from it because, in effect, it would mean that the board would be subsidising the rent for certain people for whom it was providing accommodation. I hope there will be no possibility of that, and that should the situation arise, which I have envisaged, where there is subsidising to be done, it will be done by the Government out of Government funds, and not from the funds of the board.

When the Premier was introducing this legislation, I asked him if this would in any way restrict or limit any proposed action to liberalise the payments being made to those drawing superannuation; and his reply was that this aspect had been considered and there would be no restriction or limit because of the legislation we are being asked to pass. I am very concerned that this should be so, because, in my view, we would be taking a

wrong course if in order to relieve or solve a problem we imposed on a section of the community an additional burden which it should not be obliged to carry.

From what the Government has already said, and what was said when legislation was before us previously, there is an intention on the part of the Government to upgrade superannuation payments. We were told that an inquiry was proceeding in order to furnish the Government with information which would permit further consideration being given to this proposal. Well, it would be very wrong if funds available at present to the Superannuation Board were, as a result of this legislation, so tied up that the Government could not be as generous with its proposals as it would otherwise wish to be.

The point having been raised with the Premier, and the assurance having been given that this aspect was looked at, I am bound to accept that it will have no bearing whatever on the proposals which the Government, in due course, will bring before this House in order to improve the position of those on superannuation; because there is no doubt that whilst the scheme which the Government previously introduced advanced the position of some of those drawing superannuation, it gave a mere pittance to others; and there is much room for improvement in this scheme. I for one would not be prepared, much as I desire to see some solution of this housing problem, to be a party to a solution at the expense of those drawing superannuation who have a right to expect better treatment than they have received so far.

During his second reading speech, the Premier indicated that some assistance was being given in the housing of Government employees by various shire councils which were erecting dwellings. I think this offers a real avenue which could be further explored. I would suggest that some special inducement be given and some special campaign and education of the shires be undertaken in order to point out to them what a gift-edged investment this would be financially, and also what a benefit they would be conferring upon their districts if they provided accommodation for the school teachers and other Government employees who were attracted to their localities.

I would go so far as to give them the land for nothing and say to them, "There is the land. You build a house on it and we will give you a tenant in regular employment who will not get behind in his rent, and so your return will be guaranteed and you will be rendering a service to your town by ensuring the Government employees are properly housed there."

In a lot of these matters people have to be educated to see the advantages; and I would suggest that the Government

should go out and endeavour to encourage the local authorities to provide houses for Government employees, just as in years gone by when we were short of teachers and it required a special effort to recruit teachers, an officer was appointed to go to secondary schools and point out to students that the teaching profession was a good one to join. That move resulted in Western Australia being foremost of all the States of Australia in overcoming the teacher shortage. I am of the opinion that the response to my suggestion would be a very good one and the Government would be considerably helped in this problem. What it proposes to do now, whilst it is good as far as it goes, is not sufficient and it will not make any great inroads into the lag which already exists in meeting these applications.

I think that pretty well covers the points I wish to raise. I say again that we welcome the legislation so long as the points I have mentioned are adequately safeguarded; and I trust the Government will endeavour to do even better by augmenting what can be achieved from this source, as a result of a borrowing power being conferred on the Superannuation Board, by making available additional loan funds from the total sum available to the Government itself. The teachers themselves, no doubt, and other Government employees, will welcome this as a step in the right direction; but I cannot imagine they will be at all satisfied that this is enough to make any great impression on the problem which now exists.

MR. HARMAN (Maylands) [5.28 p.m.]: The purpose of this amending Bill is to provide additional funds for the Government Employees' Housing Authority from the State Superannuation Board. I say "additional funds" because already the Government Employees' Housing Authority has borrowed \$400,000 from the State Superannuation Board in the three years the authority has been operating.

In the annual report of the Government Employees' Housing Authority—affectionately referred to by public servants as "Geha"—it is stated that in the financial year 1965-66 the authority, by private means, obtained \$200,000 from the State Superannuation Board. In 1966-67 the authority obtained another \$200,000; and, no doubt, the Premier could indicate whether in the last financial year another \$200,000 was borrowed from the State Superannuation Board. This could well mean that the authority has borrowed \$600,000 from the State Superannuation Board. The balance of the finance of the authority is obtained from the General Loan Fund account and from the finance which the authority obtained from the

State Government Employees' Housing Scheme Fund when the authority was originally established.

Because of a borrowing restriction imposed by the Commonwealth, the authority is not able to obtain from the State Superannuation Board the finance it requires to function, and so this amendment now seeks to allow the authority to obtain this money in another way.

The Bill proposes that the State Superannuation Board shall purchase land with houses erected thereon and, in turn, lease these properties back to the Government Employees' Housing Authority. This will mean the Superannuation Board will become the owner of a great number of properties, because the amount mentioned is in excess of \$1,000,000, and naturally that involves very many houses. In addition, I think we can take it for granted that the authority will still be able to borrow the funds from the source from which it has been borrowing during the last three years.

The Premier has already indicated, when moving the second reading, the funds will probably be available from the General Loan Fund account. It seems, therefore, from a financial point of view the authority will now be in a position to tackle the problem of accommodation in the country for Government officers. However, I do not think members should become disinterested in this matter now just because the authority seems to be well off as far as money is concerned. We should be satisfied that the authority can pursue a building programme in the best possible manner and in the shortest possible time.

One point which worries me is the one which was stressed in the 1967 annual report of the authority; namely, that the authority was having difficulty and experiencing delay in obtaining suitable building land in country towns. As is known, the authority uses the State Housing Commission as its agent to erect homes. It is obvious that delays do occur in letting contracts and finally getting the buildings erected.

From my understanding of the authority, it does not appear as though it is limited to building new homes, but that it is possible for it to purchase existing homes which are privately owned and available for sale in country towns. I wonder, Mr. Speaker, whether it is the authority's intention to purchase privately owned second-hand houses in country towns with the extra money which will be available to it. This would have the result of speeding up the number of homes that can become available to the authority and, in turn, to the State Superannuation Board, which will lease them back to the authority.

Mr. O'Neill: This has the adverse effect, of course, of not increasing the stock of houses in country towns. These two factors have to be balanced.

Mr. HARMAN: I can quote an experience I had in Kalgoorlie several years ago when my department, the Native Welfare Department, was looking for additional accommodation. A nice home was on the market and, following an examination by members of the Public Works Department, it was purchased. It ranked in prestige with the residence of the magistrate of the town. Even though his salary was many dollars more than mine, his rent was many dollars less than mine. I do not know whether that situation has been overcome at the moment.

Mr. Brand: That was at a time when there was not a demand for houses in Kalgoorlie. It is making the point which the Minister is making. In fact, there were empty houses, as you know, because you were there at the time; I was not.

Mr. HARMAN: It just depends on the country town.

Mr. Brand: The Minister is making the point of extra houses.

Mr. HARMAN: Nevertheless, if reasonably good homes are available, perhaps the authority should consider buying them if it is experiencing delay with land and services.

Mr. Brand: I agree.

Mr. HARMAN: At least it would mean that if money was available, a home was available, and difficulty was being experienced, then the authority could buy the available home and put somebody into it.

By the amendment, and with the assistance of State superannuation funds, the Government will be in a position to overcome its shortcomings, and some of the lack of planning and foresight demonstrated in the earlier years of its administration. I hope the Government will come to grips with the problem and that the amendment will provide the initiative for the Government to carry on with the task of accommodating Government officers in country towns. I support the Bill.

MR. RUNCIMAN (Murray) (5.35 p.m.): I have much pleasure in supporting the Bill. I think it will be a means of assisting considerably the provision of housing for Government employees, principally teachers. The housing of teachers has been a vexed question for a very long time. The authority was set up in 1965. It is true it did not have a great deal of money at that time and, in addition, it had to make up a lot of leeway and renovate a large number of old buildings. I believe it was faced with the task of renovating something like well over 500 homes at the time, so there was very little left over for

building new homes, principally for teachers. The following year more money was made available but, of course, it was not nearly enough. By means of assistance from the Superannuation Board a considerable amount can be spent in assisting teacher housing in the State. This has been a very big problem.

I am happy to know that, through my association with the Murray Shire Council at Pinjarra, only last year the council in co-operation with the Government employees' housing scheme decided to float a loan for the building of six to eight homes for teachers. This is a very good thing. I had difficulty at the beginning in persuading the local authority to do it, because the authority did not fully understand the position. However, after some meetings, when the members realised the benefit to the district, several of them said, "This is too good a thing to miss out on." It really is, because it represents no cost to the ratepayers. All the shire has to do is to float the loan and make use of its borrowing powers, and the money spread over a long period, will be of benefit in providing houses in the area.

Pinjarra is only a small town, but there are 40 teachers there. It is quite obvious the town could not cope with the task of accommodating such a large number. We have a five-year high school and the principal trouble was in the provision of homes for senior teachers. Houses were just not available in the town. The teachers had to endeavour to obtain accommodation on farms throughout the area and the position was most unsatisfactory.

However, with the additional money which will be made available and with the assistance of local authorities—and I hope that more local authorities will become interested in this—a big step forward is being made towards the provision of accommodation for Government employees, particularly teachers. The action is much needed and I am very happy to support the Bill.

MR. BRAND (Greenough—Premier) [5.40 p.m.]: I would like to thank the Leader of the Opposition and also the other members who supported the Bill. The Leader of the Opposition began his speech by pointing out his experiences in the pioneering days in new districts. I am not sure whether he implied that all the blame was to be placed on the shoulders of the present Government or any of the previous conservative Governments. Perhaps he trod very carefully along the path in order to ensure that he discovered the Labor Party was in office when matters had improved a little.

I was elected to Parliament in 1945 and there was a Labor Government in office at that time. In fact, there had been Labor Governments in office for many years. The fact remains, however, the situation

was one which was not very happy for the teachers. They had just as much justification at that time to start a campaign as they have now. However, all of us realise that the Government employees in the country—whatever they happened to be—did not then have very suitable accommodation. In fact, Government employees were a little more disciplined in those days. Nevertheless, there was an urgent need in those years to begin to upgrade the existing houses.

I mentioned when I introduced the Bill that we found it necessary to spend some \$34,000 simply to fly-wire the schools and houses, but without, in fact, making very much improvement in the standard of the houses. No matter on what side of the House we may sit, we all know that the bathrooms were of a very poor standard—that is, if they existed—and the Government employees had to put up with all the inconveniences to which the Leader of the Opposition referred.

As is always the case, there comes a day when action is pressed and, what is more, there comes a day when a Government finds itself able to take some special action. The Government formed the Government Employees' Housing Authority and made it responsible for the provision of houses for Government employees in the country. At least, we have authorised some authority to be responsible.

I have often said that everybody's job is nobody's job; and, as it were, that was the idea behind forming the authority; that is, it would be the authority's specific responsibility to deal with housing even though money was not readily available. That was how the idea got under way. The authority was established to make some impact not only on the existing necessity to upgrade houses but to catch up with the backlog.

The Government authorised the authority to raise for itself an amount of \$200,000. I should like to say to the member for Maylands that had the money not been borrowed from the Superannuation Board it would have been borrowed elsewhere on the best terms available. On the other hand, if the Superannuation Board had not lent the money to the authority, it would have lent it, no doubt, to local authorities and other borrowing authorities in the State.

As Leader of the Government I have always endeavoured to encourage such organisations as the Superannuation Board and the State Government Insurance Office to provide money for some of the local authorities and such an instrumentality as the State Housing Commission. I assure the Leader of the Opposition that whilst the authority has borrowed the sum to which he referred, it was a straightout investment and I am sure a gilt-edged one.

The honourable gentleman also mentioned that he wanted an assurance that in lending the amount of \$1,100,000 a year the fund itself would not be depleted in any way—at least to the extent that we would not be able to go on with the upgrading scheme which has already been mentioned. I assure the Leader of the Opposition and the House that I discussed this matter with the Under-Treasurer to ensure that whatever we had in mind and whatever plans were being laid would not be set back in any way because of the lending of approximately \$1,000,000.

Of course it must be recognised that the board is the custodian of many millions of dollars and the sum of \$1,000,000 a year lent on such gilt-edged security could only be described as a very good investment from the point of view of the subscriber.

The member for Maylands raised one point which worries me; namely, that so often in a country town we have land problems. As soon as my colleague, the Minister for Lands, hears of these matters, he sets about putting them right. However, it is an issue, I think, to which a little more attention must be paid to ensure that at least we have land surveyed and subdivided to the extent we can get on with building houses, particularly if we have the money and the building capacity to do so.

It is a pleasure for me, and I am sure a pleasure for every member of this House, to know that at least an effort is being made to place ourselves in a position to build more houses. This will be our aim over the three years of the Government, because it is our object to catch up as quickly as possible. It may be that further loan funds could be made available according to the capacity of the authority to build the houses. Nevertheless I must emphasise again that it is not merely a question of building houses for married couples; it is also a question of providing reasonable accommodation at a reasonable rent for the single woman or the single man who goes out to teach in a country town after leaving college—as the Leader of the Opposition did when he first went out to teach. This is necessary in order to resolve some of the problems of anxious parents who have a member of their family leaving home for the first time to face a cold, hard, and realistic world. We aim to do our best in this regard.

Again, the Bill will make it possible to make some inroads into this problem. We know that contented teachers will make for better teaching, an improved result in their school, and a happier situation in general.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. Brand (Premier) in charge of the Bill.

Clause 1: Short title and citation—

Mr. FLETCHER: Mr. Chairman, could I speak in general terms on this measure because, as we continue, you will confine me exclusively to a particular clause?

The CHAIRMAN: The honourable member can speak on the title at this moment.

Mr. FLETCHER: As the title of the Bill is all-embracing, I would like to pass some comment on the title and the contents of the Bill, on the ground that as I was carrying out some research I missed my opportunity to speak on the second reading.

The CHAIRMAN: I would emphasise to the honourable member that he can speak only on the title, and not in relation to the Bill itself.

Mr. FLETCHER: That is fair advice, Mr. Chairman, I will have to leave my comment to the third reading.

Clause put and passed.

Clauses 2 and 3 put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

RURAL AND INDUSTRIES BANK ACT AMENDMENT BILL

Second Reading

Debate resumed from the 15th August.

MR. JAMIESON (Belmont) [5.51 p.m.]: Like the previous measure, this is somewhat of a piecemeal attempt by the Government to overcome the housing problem in this State.

Mr. I. W. Manning: We are exploring every avenue.

Mr. JAMIESON: Oh! The honourable member is still here! The move in this direction will be of some assistance, no doubt, and to that extent the Minister is to be complimented on moving to amend the legislation that governs the Rural and Industries Bank and its powers.

If members refer to the debate on the amending Act of 1966 they will notice that the only complaint most members on this side of the House had against additional powers being granted to the commissioners was that the measure did not go far enough; it was far too restrictive. The Minister in those days, of course, told us it was not. However, he has, by an answer to an interjection, told us he is very happy with the bank and its activities.

As this means an extension of the powers of a socialistic bank, I am delighted to be associated with any move to further extend its powers. You, Mr. Speaker, and the Minister can be assured that on any occasion the Minister wishes to extend the powers of the Rural and Industries Bank I will be one of those who will be at the forefront to give him support, and he can always count on me if the vote has to go to a division.

It is interesting, in taking one's mind back some years, to think of the attitude of the members of the Government in 1958, compare it with their present attitude, and note the number of instances when they indulged in procrastination to try to prevent the Rural and Industries Bank progressing to such a degree it would occupy a building of its own. My memory is refreshed on this point, because I went back a few years to look at some of the arguments advanced by the present Minister for Industrial Development, and, to a lesser degree, the Minister for Works, to note their inquiries on whether the bank would be severely limited in its activities if it spent all its money in the direction of providing itself with a home. That attitude is entirely different from the one now adopted by the Minister for Lands, the Minister governing the bank's activities.

Time has proved that the fears of the two Ministers I have mentioned were groundless, because the bank has gone from strength to strength and has improved to such an extent that when one visits the Eastern States one sees less State bank activity and publicity than one does in this State. This has certainly caused the combined private enterprise banks and the Commonwealth Bank to look to their laurels in both advertising and the promotion of their affairs, following the line of public relations.

I am sure we compliment all those who are associated with this publicity and promotion, particularly the commissioners. Having gone this far in administering the bank, it is only justice that Parliament should grant them the additional powers they require to help solve the housing problem in this State—at least to the extent of the limitations on such a large bank, which is getting a remarkable percentage of savings bank deposits in the State at this stage. I do not think any other State savings bank can show anywhere near the percentage that the Rural and Industries Bank can of the total savings bank deposits; perhaps it is because it pays a slightly higher interest rate.

If it has this method of being able to attract finance, surely we can grant the commissioners any additional powers that are justified within the meaning of their financial transactions. So far, within the limit of their scope, they have developed

rather good land areas at Karrinyup and Coolbinia, which they are very proud to feature in their latest report. They do not indulge in the building of houses for profit, as the Minister reminded us when moving the second reading of the Bill. Nevertheless, if they can serve the public by making more houses available at the builder's price, they will, of course, relieve some of the housing problems.

Unfortunately with all the available finance in this field, it would appear the bank commissioners will not be able to make much overall progress, particularly in that sphere where the housing problem is the greatest. Nevertheless, if any one section is relieved, at least it will ease some of the pressure, and to that extent we are well justified in supporting the measure.

As the Minister indicated, the second provision in the Bill is the one which has been incapable of implementation, and the reason for its insertion in the original Act is somewhat obscure. The Minister also remarked that the provision was contained in the Agricultural Bank Act, 1934, and was inserted verbatim in the existing legislation. The provision was probably inserted in those early days to impose some restriction on activities of a socialistic venture, and to ensure that Parliament would be presented with a fuller and more comprehensive report on the activities of the bank than would be presented on the activities of a private bank.

I feel the present situation is that, if the bank commissioners were able to implement this provision by having prescribed regulations and forms to comply with the additional audit requirement imposed, they would be at a greater disadvantage than some of the other banking houses. As a consequence I think we are quite justified in agreeing with the Auditor-General and we should do something about it. If a particular provision in a piece of legislation cannot be implemented, it is better that it should not be on the Statute book and we should get rid of it altogether.

I mentioned earlier that I complimented the Minister on his introduction of the Bill, because I am quite happy to be associated with it and I am glad to see he is gradually adopting the attitude assumed by the members on this side of the House. I have heard him boast quite often that he was born an Anglican and a conservative.

At no time have I any wish to convert him from his religious point of view, but I know some very good Anglicans who are good socialists, and in view of the fact that the Minister thinks the bank is performing an excellent task—with which I wholeheartedly agree—I shall be quite happy to see him continue to hold down the job of governing the activities of the Rural and Industries Bank during the

period he is a Minister in this Parliament and to see him embrace further the principle of socialism. Who knows, the Minister might be the one in the family—while born an Anglican and a conservative—to die not as an Anglican or a conservative?

It is to be hoped that the principles he now embraces and appreciates, as a result of the efforts made and the assistance provided by the State, the Government, and its agencies, will justify the proud opinion which he has expressed. I hope he will keep on in this frame of mind. I wholeheartedly support the proposition in the Bill, and commend it to the House.

MR. T. D. EVANS (Kalgoorlie) [6.1 p.m.]: I affirm the support of the Opposition to this measure, which is a Bill to amend the Rural and Industries Bank Act, 1944, as last amended in 1966. It is true that the whole purpose of the measure is to effect three amendments, two of which relate to the accounting procedure and are of some minor importance, as compared with the first amendment which is of considerable significance.

It is, indeed, appropriate and very pleasing to find that a bank which proudly proclaims that it lives in Western Australia should try to spread the R. & I. dollar into the housing effort to ease the housing burden which exists in Western Australia. My only note of discord in speaking to this Bill is that we should be called upon to regard the Bill as a bold step. I am speaking in terms of the amendment relating to the giving of power to the commissioners of the bank to expend moneys and to build an unlimited number of houses in any one financial year.

We can hardly call this a bold step, because in 1966—which was only two years ago—it was regarded as being almost revolutionary by this Government, so much so that the present Minister was not prepared to forgo the exclusive restriction in the Act which provides that the commissioners could build only up to 100 houses in any one year.

Section 19 of the principal Act does provide that the commissioners, in carrying out the functions of the bank, may exercise certain powers. In 1966 the present Minister piloted a Bill through this Parliament to give the commissioners the power to buy land, including land from the Crown; to purchase certain land from local authorities; to plan and to subdivide such land, and then, in respect of tenders which are invited from the public, to build not more than 100 houses on such land in any one financial year. Even this power had to be exercised with the approval of the Minister and the Treasurer. What a safeguard that is! Even in 1966 the Government insisted that the commissioners of the bank should not

build more than 100 houses. It is, indeed, pleasing and enlightening to find that the Government has at last seen the light.

I commend the Bill to the House, and congratulate the bank; and I note that the other Government bank urges people to get with the strength, while our bank which lives here has gone from strength to strength. I reiterate the support of the Opposition to this Bill, and I wish the bank well in its endeavours to carry out the intentions of the Act. I hope the Bill will have a great impact on easing the housing situation. I support the second reading.

MR. RUNCIMAN (Murray) [6.5 p.m.]: It gives me great pleasure to support this Bill, because it will enable more houses to be made available. Private enterprise has done a particularly good job in home building in this State, and we have every reason to be proud of the very high home ownership rate in Western Australia; it is something like 67 per cent. This is probably the highest percentage of any State in the Commonwealth. Private enterprise has done a pretty good job.

Mr. Graham: The Opposition would agree with that. It is the Government which has fallen down.

Mr. RUNCIMAN: Members opposite have said that we on this side of the House have not been really concerned with the housing situation, but that is far from the truth. We are all very concerned with the position. We have done all we can, and we have given our support to furthering the building of more houses. This Bill will do a lot to ease the housing situation, but perhaps more can still be done.

All these comparatively small schemes to increase the home-building rate add up to a considerable total. I believe private enterprise has done a pretty good job, and there is every indication that private enterprise will continue to increase the home-building rate in many fields.

Unfortunately we realise that the provision of rental homes for people in the lower income group—people who can only afford to pay low rents—is the big problem. It is only the State which is prepared to provide such homes. If only private enterprise could help in some way in this direction it would be a big step forward. Perhaps it is not practicable for private enterprise to do that.

Coming back to the State, it is very pleasing to see that we are catching up with the housing shortage. The large number of applicants on the waiting list is not a completely genuine indication of those requiring houses, because many people put their names down although they might not want a house; they put

their names down just in case they might. I think quite a large percentage of the applicants on the waiting list have done this.

Mr. Jamieson: There is a large number of people who have not put their names down on the waiting list, but who are in urgent need of houses.

Mr. RUNCIMAN: The people who deal with applications for houses have come across the position I have mentioned. Applications such as those swell the total of outstanding applicants. It gives me great pleasure to support the Bill.

MR. H. D. EVANS (Warren) [6.9 p.m.]: There are two aspects of the first part of this amending Bill to which I would like to make reference. Certainly it would be unrealistic to accept a complete balance sheet of the housing venture of the Rural and Industries Bank at this stage. It should, and no doubt it does, read like a record of its activities.

A new housing development scheme based on a revolving fund, such as the one proposed in the Bill, must certainly be paying out, rather than be receiving funds, at this juncture. However, the soundness of the scheme in terms of banking principles is established; and it would appear that a successful venture into the field of housing by a State-owned banking institution has been made.

The annual report of the R. & I. Bank is not sufficiently comprehensive to reveal a number of points which, I believe, should be revealed in the housing scheme, and also in the housing situation in general. For instance, it does not show the cost of houses built by the bank, or the cost at which they are retailed to the purchasers. This could indicate quite a saving in comparison with the prices paid on the open market at the present time. If the administrative charges are loaded against the entire scheme, and not against each individual house taken as a separate transaction, and if the administrative charges from the builder-banker to the purchaser stage are fixed so that there is a flow-on, then quite a saving could be passed on to the person who buys a house built by the R. & I. Bank.

Further, such a scheme lends itself to advantageous methods of contracting. The average contractor would see an immediate advantage in building a group of houses, and, from the Minister's own words when he introduced the Bill, the contracts were let either singly or in groups, the largest single group consisting of 13 houses. The contractor would see an advantage in the fact that he was building for an institution of solidarity and repute, and he would not be concerned with the selling of the completed houses. Therefore the average contractor would offer the best possible terms when he lodged his tender.

I, like other members of the House, would like to hear the Minister give details of this aspect, and I certainly look forward to hearing about them when the third year of operation has been completed.

It is in no way suggested that the R. & I. Bank should be regarded as a philanthropic institution; but at the same time it does not have to become involved in exorbitant profits, as so often happens in the case of speculative builders. The reasonable returns which are paid into a revolving fund are all that is required. Over a period of years the advantages to building, generally, through a scheme like this one, will be reflected in the prices that the bank will charge; and the bank will probably be a steadying and a modifying influence in the housing sphere.

As a deterrent to speculation, provision has been made for purchasers to enter into a bond for a minimum period of four years. In respect of vacant land the bond requires homes to be erected at the expiration of that time. Only time will show whether the effectiveness of this restriction is sufficient; of course, if necessary, it could be adjusted.

The Rural and Industries Bank has always been associated with the country, and it is to be hoped this association will continue in the field of housing. Through its activities in housing its connotation to country areas will be extended into perpetuity. Indeed, it is a rather obvious and natural development for the bank to enter into country towns with its housing scheme. Many country areas are desperately short of houses, although probably not to the extent of the shortage in the metropolitan area; but certainly there is ample scope for housing activities in the country.

In conclusion, I say the R. & I. Bank can be regarded as working for the interests of the State; and the amendment, by increasing its powers, will help it to do this. I have pleasure in supporting the Bill.

Sitting suspended from 6.14 to 7.30 p.m.

MR. BOVELL (Vasse—Minister for Lands) [7.30 p.m.]: Mr. Speaker, as I explained in my second reading speech this Bill is designed to increase the number of houses available for those people in need of them. I join with members in expressing my appreciation and thanks to the commissioners and staff of the Rural and Industries Bank for the valuable contribution they have made in this direction. The bank has contributed towards the housing requirements of the community, not only in this special provision but also through its general banking activities.

The member for Belmont recorded one minor complaint when he said that the bank should not have been restricted to

100 houses a year when the legislation was introduced in 1966. However, that legislation was experimental and the fact that there was a restriction has not handicapped the bank in its activities in any way. It was necessary to wait and see how everything worked out. In my second reading speech I think I conveyed to the House that the first year was occupied in administration and in getting machinery into operation; and in the second year the bank was enabled to deal with 99 housing units which was the maximum it could have handled in that year.

Having proved the success of this legislation, the Government is now desirous of taking off the limit. I believe this will further contribute to the provision of houses for the people. The member for Belmont also referred to my establishment in regard to being an Anglican and a conservative. The Leader of the Opposition is not present, at the moment, but I will recount, in his absence, his first venture into politics when he opposed the then member for the district, a Tory member, and one of my family—I suppose I could say, one of my ancestors. That happened in 1927, but the conservative atmosphere of the electorate prevailed on that occasion.

However, I think the member for Belmont did say, facetiously, that perhaps my religious obligations were my own business but that I was leaning towards socialism. This is not a socialistic measure, nor am I leaning towards socialism. I believe the establishment to which I belong is the one I, together with other members of my family, will continue to belong, because I believe that our political outlook is the right one.

Mr. Graham: The extreme right one.

Mr. BOVELL: The extreme right one, I do not deny. I believe my political sentiments are very much to the right, if that might be the correct term, and I will adhere to those convictions. Of course, I do not deny anybody else the right to his own political beliefs, provided they are within our constitutional way of life.

The member for Kalgoorlie made a contribution to the debate, and I thank him for it. I would particularly like to thank the member for Murray for pointing out the valuable part that private enterprise has made to the progress in housing in Western Australia. This has been made at a time which, I believe, is unprecedented as far as population increase is concerned in this State.

Mr. Graham: If only the State had kept pace with private enterprise!

Mr. BOVELL: The member for Warren made a valuable contribution to the debate. It is not usual for detailed information to be given in annual reports. The information which people require is the

number of houses built, and the progress which the bank has made in its various spheres of activity.

I do not know that I can contribute anything further to this debate. I do appreciate the reception given to the Bill and I believe it will result in a further benefit to the community in general. The Rural and Industries Bank plays an important part in the community activities of Western Australia. In my opinion, it is not a socialistic enterprise; it is a competitor in the banking world and its competition is fair. Because of the sound management of the bank, it has progressed.

I would like to take this opportunity of recording the appreciation of the Government, and myself, of the devotion to duty of the chairman and of the commissioners of the bank, and all the members of the staff. The bank operates throughout Western Australia and I believe it gives a very good service to the community. I commend the Bill to the House.

Question put and passed.

Bill read a second time.

In Committee, etc.

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

ROAD AND AIR TRANSPORT COMMISSION ACT AMENDMENT BILL

Second Reading.

Debate resumed from the 15th August.

MR. GRAHAM (Balcatta — Deputy Leader of the Opposition) [7.41 p.m.]: This Bill is very simple in what it sets out to do; that is, basically to provide an alternative method of reckoning the fees to be paid by certain transport operators. The new basis of calculation is one which commends itself to me. My disagreement with the Government would be that it is providing an alternative.

I suggest the Government should make up its mind on the basis, or the formula, to be applied to transport operations—and leave it at that—with the degree of elasticity which is necessary because of the different types of operators and the different conditions under which they carry out their activities. For instance, so far as omnibuses are concerned—and in this connection the Metropolitan Transport Trust is specifically excluded from the Act—it is proposed that there should be, at the discretion of the commissioner, a charge not exceeding \$10 per annum based on the number of passengers the vehicle is licensed to carry.

This means, of course, that the commissioner could decide any figure between 1c and \$10 per annum per passenger which

could be carried on these public conveyances. That immediately suggests there is tremendous discretion, and sufficient variation to be able to cater for any types or variations of omnibus operators which the mind could conceive. Such being the case, if the per-passenger media or measure is regarded as being acceptable, why is the Bill not drawn so that it shall be so?

I think it would be wrong in respect of, say, income tax that the Commissioner of Taxation should be given the authority to choose method A of assessing the amount of tax for which a taxpayer should be responsible, or to choose method B. The alternative to this arrangement of so much per passenger which the vehicle is licensed to carry, is a charge of a certain percentage of the gross takings of the operator.

Having regard for a person, or a company, engaged in business activities—in some cases, competitive activities—surely it is desirable that the person or the company should be in the position of knowing what the outgoings will be. The income, of course, or the earnings are a doubtful quantity, but at least the operators should know what their obligations are in the matter of licensing vehicles, insuring vehicles, paying their rent, rates, and whatever else might be involved. Why create another uncertainty?

I repeat, the method of calculation ought to be on some known factor and if it is desired to give a concession, or ease the pressure, then that could quite easily be done by reducing the charge per seat, or, better described, by reducing the charge on the basis of the number of persons which the particular vehicle is licensed to carry. I say that because under the formula which operates the maximum for which a vehicle can be licensed to carry passengers is set at 1½ persons per seat.

In his introductory speech the Minister mentioned that where it was a question of basing the charge on the fares collected this involved a certain amount of book-keeping and record keeping, and the submissions and returns—and here I emphasise that this is something which is imposed upon the transport operators—had to be checked and filed at the Transport Department, and this was a burden on the staff of that department. I am not for one moment suggesting that this would apply, but the system lends itself to anyone who may not be as honest as he should, submitting returns that bear only a faint relationship to the true facts of the situation. However, if a person has an omnibus and it is licensed to carry 60 passengers, and the charge is based on that, there is no uncertainty about the position at all. No records have to be kept, no checking has to be done, and there is no possibility of anyone being deceived.

Because of this I request that the Minister, with whom I have discussed the matter, give some consideration to amendments which I propose to move, when we are in Committee, for the purpose of removing the alternative. Let us lay down a basis which we consider to be fair and which can be operated with a minimum of red tape and worry to all concerned, and allow the commissioner full discretion to vary his charges from one unit over enough, up to the maximum which we provide.

In several instances the Minister made reference to the fact that a great deal of inconvenience could be avoided by following the second alternative in respect of omnibuses, of which I have made mention, and also of aircraft, which are to be encompassed within the provisions of this Bill. I do not want the Minister to think for one moment that my proposals are perhaps a subtle means of denying the Minister some of the revenue to which he should be entitled. The examples given by the Minister when introducing the measure indicated that the charges, based on the method which finds favour with me, would, if the maximum charge were made, return considerably less than would be the case under the existing system.

For that reason I would leave it to the Minister—and I am certain the House as a whole would agree with him—if he felt it were necessary and if he agreed with my submissions, to increase the figure, where a maximum of \$10 existed, to \$12 or \$15 to give the same return. In a similar fashion, with regard to aircraft, where the charge is to be on a certain basis, provision could be made for that charge to be extended.

So it will be seen that there is no desire on my part to interfere with the principle which the Minister has decided to embrace, my proposals are merely to tidy up the legislation. This Bill, if the proposals are agreed to, will be approximately half, or less than half, the length it is at present. I think it is desirable, in respect of Statutes, if it can be achieved without losing anything, that they be simply stated—that they be straight-forward—so that the people concerned know where they are going. In this case operators would know exactly where they stood and the proposals would require an absolute minimum of work and recording. This would be of benefit to the operator and to the Government authority concerned.

It is obvious, from figures which were recounted to us the other evening, that the growth of the State Public Service of Western Australia is alarming. In the past few years the number of public servants who draw their emoluments from the State Treasury has increased by 50 per cent. I appreciate that if the alternative proposal is accepted a mountain of work

will not be involved; but at least it will be simpler if one basis of reckoning is used for the submission of returns. The amount to be paid will be assessed on a sure and fixed basis.

There is nothing party political in the issues raised in the Bill; there is nothing in it about which any member on either side could not speak or upon which he could not vote either way, and I have already said that I am not quarrelling with the general principles involved. However, I hope and trust that the Minister, as well as other members, will survey the Bill and will consider what I have suggested because I think there is considerable merit in the proposition. I raise no objection to the measure passing the second reading.

MR. NORTON (Gascoyne) [7.52 p.m.]: I feel much the same as does the Deputy Leader of the Opposition. We always welcome a Bill which will ease the tax burden upon any person or persons, and anything we can do to reduce taxation should be done. However, with this measure one cannot say that it actually will reduce taxation; because the alternative method of assessment will still be in the Act, as it was from the time the Act was first passed—that is, the reference to 6 per cent. of gross earnings.

The proposal put forward by the Deputy Leader of the Opposition will save a considerable amount of bookkeeping on the part of the operators concerned, and it will also save the department from having to keep so many records. However, I wonder how many operators the Bill will affect. So far as omnibus operators are concerned, the M.T.T. is exempt, as are school bus operators. However, the Western Australian Government Railways, which operates a big fleet of buses, will be covered by the new proposals if they are accepted. The operators of tourist coaches will also be covered, and I can think of one bus that is now operating from Exmouth to Perth. Omnibuses used to operate in Geraldton, but I understand they have now ceased to run. However, I wonder how many other towns in Western Australia are served by omnibuses? If we analyse the position we see that the main authority to benefit will be the railways.

As regards aviation, a great number of operators will be affected. The number of charter planes being used is ever increasing. I have seen as many as 14 charter craft at the Carnarvon Airport at the one time; and just how many are operating in and from the Perth area would be difficult to estimate. Therefore I think the suggestion of the Deputy Leader of the Opposition to charge on the carrying capacity of the vehicle would be a far simpler method and every operator would know exactly where he was going. I am certain that M.M.A. would accept such a proposal because of the saving that would be involved.

In his introductory speech the Minister referred to 30 and 36-seater buses. I wonder whether he was referring to the number of passengers the bus was licensed to carry, because the member for Balcatta mentioned that a vehicle could be licensed to carry 50 per cent. more people than there were seats in the bus.

If that is the case, the figures quoted in the example would not be quite correct, but perhaps the Minister may be able to explain that. If his figures had been 50 per cent. greater, there would not have been much difference between the new and the old methods of fixing the license fee. I do not have figures for any other vehicle; I am merely referring to the example the Minister gave, and I do not think there would be much difference in the license fee if a 36-passenger vehicle was licensed to carry 48 passengers.

I support the member for Balcatta in his suggestion that the section of the legislation dealing with 6 per cent. of gross earnings should be deleted. There would then be only one form of licensing. In all other sections on licensing there is no alternative; there is merely a straightout license fee. A vehicle cannot be licensed under one or more sections, and the provisions are very definite on how the vehicle shall be licensed. This principle should be followed throughout all our Statutes, because, if it were, we would have greater uniformity. I support the second reading of the Bill.

MR. O'CONNOR (Mt. Lawley—Minister for Transport) [7.55 p.m.]: I am grateful for the remarks that have been made by members opposite. From its own point of view, the department would prefer the present system, because it has found this to be quite satisfactory, and it is incumbent upon me to express the department's point of view; namely, that the main reason for seeking an alternative was to assist smaller operators who were experiencing some difficulty on account of the small amount of work they performed over a period of time. In many instances such operators do not keep accurate records, and the Bill was mainly brought forward so that, instead of their having to keep records of their activities in accordance with the department's requirements, they would be able to obtain a license to operate during the year according to the capacity of their equipment. It was felt that, to a degree, this would ease their problems.

Another point I omitted to mention when I introduced the Bill relates to the operations of a number of aircraft. In recent years there has been a great deal more activity in aviation circles in this State, and we have now reached the point when fairly large numbers of aircraft are operating for companies. The aircraft

use all the facilities available at the airports and various other places and, in moving from point to point, if we charge these operators according to the gross return they get during the year they virtually pay no fees, because they carry their own equipment and their own spares for various projects. Such a position created some anomalies in the Act, which was another reason why the introduction of this Bill was requested.

I appreciate the point put forward by the Deputy Leader of the Opposition and can follow his reasoning in connection with it. However, as I have said, the reason for introducing this measure was virtually not to introduce an additional license, but to grant an alternative to those operators who had difficulty in keeping their records and paying their fees.

It was my understanding—and I will confirm this for the benefit of the member for Gascoyne—that the reference to bus accommodation dealt with the seating for passengers. When I discussed this matter with the commissioner I was given to understand that the amounts suggested in the second alternative would be lower than those in the other alternative afforded to them.

Mr. Norton: The license of the vehicle is the seating plus 50 per cent.

Mr. O'CONNOR: I will confirm this point and notify the honourable member in due course. The commissioner also pointed out to me that whereas at one stage the operation of these buses was a fairly lucrative business, today this is not the case, and many operators are battling to get by. The amount paid to them today is sometimes point something per cent., instead of a maximum of 6 per cent. which some people might think is being charged.

The commissioner is away at the moment and I am unable to contact him, but I will have a further look at this matter and, if necessary, I will suggest that an amendment be introduced in another place. However, at this stage I see no necessity for an amendment, because the present system is quite satisfactory to the department, and the only reason we are suggesting an alternative is to try to assist the smaller operator.

Question put and passed.

Bill read a second time.

In Committee

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

Clause 1 put and passed.

Clause 2: Section 21 amended—

Mr. GRAHAM: The Minister was anything but convincing. He merely said the commissioner or the Department of Transport is quite happy with the present

method of reckoning, and the present amendment was brought in to suit the small operator. He did not suggest the new method of calculation would not be as simple of operation as the old. The Minister is aware, as I am, that the new proposals are easier of operation than those at present in force.

The Minister said when referring to the new proposal that if this is agreed to a definite fee could be fixed on the granting of a license and the expense and inconvenience of submitting monthly returns could be avoided. Surely this would appeal to the Minister and his department. It would be in tune with the operators whether they be large or small. What happens in the case of a medium operator? Does one toss a coin? It is some time since I was Minister for Transport and I do not know the niceties of the various transport systems.

I suggest the public transport system in the goldfields—the Kalgoorlie-Boulder area—could be in the medium category. Can the Minister say in the case of the goldfields transport system whether the annual fee will be based on the new or the old system?

Surely it is wrong that our legislation should be as loose and as meaningless as this. The essential thing is that certain fees should be paid in respect of certain types of operation. Having agreed on that, we should then apply whatever is the easiest method of imposition and calculation of these fees; that which provides the least work and inconvenience to the operator and the governmental authority.

This method allows a great deal of latitude—anything from 1c to \$10 at the discretion of the commissioner, depending on the type of transport system with which he is dealing. Nowhere in the Bill does it say that this shall be the formula to be applied in certain areas of transport operation or that other formulae shall apply in respect of other areas. The whole thing is at the whim of the commissioner as to whether he uses formula A or formula B.

Let us consider the case of two firms one of which is assessed under formula A while the other is assessed under formula B. The Minister pointed out that there was approximately a 50 per cent. difference. The Bill states that in respect of omnibuses the fee payable shall be on each unit of a maximum number of passengers which the vehicle is licensed to carry at one time. It makes no mention of seating. This of course is governed by regulation 1622 to which I would refer honourable members.

Accordingly, if there are 40 seats in a bus it will be licensed to carry 60, and the charge will be on 60 units. I appreciate

that this does not impose any greater burden, because all it means is that the commissioner would slightly reduce the charge per unit. It is common sense to give effect to the case I have outlined. I know the Minister is battling to find a counter in this respect. I apologise for not placing my amendment on the notice paper and no doubt I will pay the penalty for this; but I did have some consultation with the Minister earlier. I move an amendment—

Page 2, lines 13 to 19: Delete the following passage:—

- (i) based on, but not exceeding six per centum of, the gross earnings derived from the operation of the vehicle assessed in such manner as may be prescribed; or

(ii)

This will be the first of four amendments I propose to move—assuming I am successful—to ensure that the new formula shall prevail and be the basis upon which all calculations are made.

Mr. O'CONNOR: I oppose the amendment. The Deputy Leader of the Opposition did discuss this matter with me just before tea, and that enabled me to check on the matter, because we had a Cabinet meeting during the tea interval. In the case of large operators, who normally keep a very close check on their records, the sending in of monthly returns does not present any great problem. The problem lies mainly with the smaller organisations which operate irregularly, and not very frequently. A number of them do not keep accurate records, and these are the ones which find difficulty in this regard.

While the old system was generally satisfactory to the department, it did provide that operators who might only use the facilities infrequently had to pay a large amount. If the second method which has been mentioned was applied to all operators, it would, to a degree, be inequitable in the case of the smaller operators, because they would be paying the same amount for doing one trip a year as others would be for doing 100 trips a year.

The Deputy Leader of the Opposition made some comment on the degree of variation which the Commissioner of Transport could make in respect of the fee for any group, but I would point out that under the present set-up he can also make a very large variation in respect of an operator. If a person was operating a very lucrative business, and had the sole right to operate the service, he could be charged a fee of up to 6 per cent. In the case of operators who are battling but who are giving a good service in many ways, the fee can be reduced quite considerably. In some instances it is fixed at a fraction of one per cent.

I am prepared to have a further discussion with the department in the morning to check on the effect of the figures which the Deputy Leader of the Opposition has given. I do not want to be dogmatic on this question. If his proposal is feasible, then an amendment can be made in another place. I oppose the amendment as it stands.

Mr. GRAHAM: I express my gratitude for the generosity of the Minister, and for the offer he has just made. It will satisfy me. I would like to quote what the Minister said, and this is edifying to all members and will appeal to those who class themselves as the champions of private enterprise and of efficiency in Government circles. In describing the present method of calculation the Minister said—

This involves the operators in the submission of returns of earnings and the calculation of fees from month to month.

I interpolate to say that my proposition will remove the necessity for doing that. Further on the Minister said, when he was making specific reference to the small businesses—

The preparation, submission, and checking of monthly returns represent an undue amount of time and paper work by both the operators and the Transport Commission.

Whilst that is true in respect of the small operators and it means unnecessary work for them and for the Transport Commission, I suggest it also has a similar impact on the larger operators. I am anxious to avoid the undue amount of time and paper work by both the operator and the Transport Commission; and I am sure the Minister can give effect to this.

I have made some proposals, and if the Minister sets himself to the question I am sure the amendments I am seeking will be made in another place. I therefore welcome the return of the Bill with amendments from another place.

Mr. NORTON: I support the amendment. I refer to the charges which are incurred by the operators in submitting monthly returns. It has been found by quite a large number of operators that the cost of preparing returns for the road maintenance tax, which is not so complicated to assess, is at least \$2 per vehicle per year. The total amount for a number of vehicles is considerable. Not only is the requirement to submit monthly returns a burden on operators, but it must also mean a tremendous amount of work for the department in ascertaining whether monthly returns have been submitted. If only one return a year is required to be submitted, then a tremendous amount of work will be avoided. Likewise, operators

of omnibuses and aircraft will be saved quite a sum in the submission of returns and in bookkeeping.

Amendment put and negatived.

Clause put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

GERALDTON PORT AUTHORITY BILL

Second Reading

Debate resumed from the 22nd August.

MR. SEWELL (Geraldton) [8.19 p.m.] : In rising to address myself to this Bill I would like, firstly, to draw the attention of members to the introductory speech of the Minister in which he outlined some of the history of the Port of Geraldton, the harbour, and the approaches to it. It makes very interesting reading, because within recent years—since the war years—the district and the port have made wonderful progress.

The proposal in the Bill seeks to set up a board comprising five members. It would appear to me this is a step in the right direction. Anyone who knows something of the history of the Port of Geraldton will realise that in previous years it has received a very raw deal.

Those firms exporting our cereals, manganese, and iron ore in the earlier days had very poor facilities with which to handle cargoes. I believe the reason for this was because the Railways Department was in charge of the port; and we know that department took all and gave nothing. During the war years, and just after, there was either no maintenance, or very little, done by the Railways Department at the Port of Geraldton. Any work done was carried out by the Public Works Department through its Harbours and Rivers Department. Since the Harbour and Light Department has taken over control there has been a marked difference. There had to be, because of the growth of the export of products through the port.

We now find that the facilities provided for the shippers concerned are of a fairly good standard. Co-operative Bulk Handling, as mentioned by the Minister, has a very good set-up there, and has a lease of some 10 acres of land. The facilities of that organisation would be equal to anything in the State. The same applies to the Western Mining Corporation with its machinery and facilities for the handling of iron ore cargoes and manganese ore from the Peak Hill district.

Unfortunately, the Bill does not make any provision for finance for the purpose of deepening the approaches to the harbour. That is a story which has been often told in this Chamber; and I appeal

to the Minister and the Treasurer for something to be done to make finance available in order to carry on with the project of deepening the approaches to the harbour. Too often we see ships loading at Geraldton to a certain draft and then leaving the port to top up at Fremantle. I suggest that is a very bad thing, not only for the port, but for the State.

Occasionally we hear whispers of ports being established in other places along our coastline between Fremantle and Geraldton. Jurien Bay has been mentioned as has also Port Denison. To my mind this would not be a correct procedure. There should be only one port between Fremantle and Carnarvon and that should certainly be the Port of Geraldton.

I have studied the Bill, most of which is taken up with machinery provisions; and I would think, at the present time, most of the provisions in the Bill are being carried out at the port, so far as its ordinary working is concerned, by officers of the Harbour and Light Department.

I would draw the attention of the Minister to clause 18 of the Bill dealing with the appointment of officers, which reads as follows:—

18. (1) The Governor, on the nomination of the Port Authority may appoint a managing secretary berthing master (who shall be the person appointed as harbour master of the port), and wharf manager and on recommendation of the Port Authority may dismiss the managing secretary, berthing master or wharf manager.

(2) The Port Authority may appoint such other officers and servants as may be necessary for the administration of this Act and may dismiss any of those officers or servants.

(3) All persons appointed pursuant to subsection (1) or (2) of this section are subject to the control of the Port Authority.

That is quite all right, but I appeal to the Minister to see that the set-up we have at the present time—I refer to officers and staff—is not interfered with to the extent that there will be any reduction of the officers, their status, or their salaries.

In my opinion—and quite naturally I have taken an interest in the workings of the port—the department is quite fortunate in its present officers at the port, who are doing a good job. We know that occasionally when employees in other parts of the State, or in other ports, come under the control of the Public Service Commissioner they can, because of seniority, appeal against the classification of one of the other officers and, as a result, take over his job. I certainly hope that will never occur in the Port of Geraldton.

As I said before the Bill mainly contains machinery clauses to make possible the working of a port of the size and importance of Geraldton.

The matter of finance is a most important one, and it is suggested that one of the reasons for the setting up of the port authority is that more money will be available to the Government for other works and the Port of Geraldton will not be a gradual drain on the finances of the Treasurer, because the port authority will be able to raise its own funds. Having studied the particular clause, it seems to be quite all right; and power is given to the authority to do certain things in regard to finance. However, as one goes through the Bill one finds the final say rests with the Treasurer, whoever he might be at the time.

On page 20, clause 52 (1) reads as follows:—

52. (1) The funds necessary for the effectual exercise by the Port Authority of the powers conferred by this Act shall be—

- (a) such moneys as are from time to time appropriated by Parliament for that purpose;
- (b) the income derived by the Port Authority from all dues, rents and other levies under the authority of this Act; and
- (c) such moneys as the Port Authority may borrow under and subject to the provisions of this Act.

Clause 53 (1) and (2) reads as follows:—

53. (1) If at any time the funds of the Port Authority are not sufficient to defray expenditure incurred by it under this Act, the Port Authority in addition to any power conferred on it by sections 54 and 55 may borrow from the Treasurer, or from a bank approved by the Treasurer, that is carrying on business within the State, money for the purpose of enabling the Port Authority to defray that expenditure, and any advances made under this subsection may be made by him out of moneys appropriated by Parliament for the purposes of this Act.

(2) The Port Authority shall pay to the Treasurer in respect of money borrowed from him under subsection (1) of this section, interest at such rate and at such times, as the Treasurer determines.

Different subclauses go on to give the authority power to borrow money and raise money by the issue of debentures.

Having discussed this matter with some of my colleagues, I cannot see anything wrong with it except that perhaps there may not be sufficient money raised by

the means proposed and it may be necessary for the Government to provide more loan moneys for the deepening of the harbour, which is an absolute must.

In conclusion I would say that in my opinion the setting up of this authority could mean a new era as far as the port is concerned. The measure gives power to local people to have some say in the direction of their harbour. Nevertheless, I would be the last one to criticise the work that has been done by the Harbour and Light Department.

The setting up of this authority may be the means by which the money can be made available to deepen the approaches to the Geraldton Harbour to enable it to handle the products from a very rich district so that they may be shipped to the overseas markets of the world.

We know there is manganese and iron ore, and more iron ore is being found all the time. Also oil and gas have been discovered within 40 miles of the port. This is, of course, apart from our natural wealth in the way of cereals, wheat, and wool. We look forward to a very bright future as far as the port and district of Geraldton are concerned. I have much pleasure in supporting the Bill.

MR. BURT (Murchison-Eyre) [8.31 p.m.]: I also would like to support this Bill and add a few remarks to those passed by the member for Geraldton. Any move to establish a port authority in that northern town is a very worth-while one, and I am particularly interested because Geraldton is the port for most of the northern part of my electorate.

As is generally known, the export of the mineral wealth of the Murchison has been made a lot easier by the provision of the No. 4 berth at the Geraldton Harbour. Because of their distance from the seaboard several mineral projects in the Murchison district have been retarded, but any move to improve the loading facilities at the Port of Geraldton could mean a lot to them.

In addition to the iron-ore deposits at Cue, some interesting nickel discoveries have been made as far away as Wiluna. It is presumed that should anything eventuate in this regard, the concentrates of ore would be taken to Geraldton. The loading facilities at Geraldton are occupied for only a few days each month in connection with the ore from Koolanooka, and no difficulty at all would be experienced in handling many more times the amount of ore which at present passes through the Port of Geraldton.

Apart from the wheat in the district, a great deal of wool is produced in the hinterland of this State. Owing to the fact that no wool sales are held in Geraldton, most of the wool from the Murchison

at present goes to Fremantle for sale. However, every now and then shipments are sent to London and in this way the Port of Geraldton again plays quite a part.

As has already been said, the depth of the harbour at Geraldton puts a brake on the amount of tonnage which can be adequately handled and this, in turn, makes the cost of shipping any product from Geraldton very high.

I was interested to read a circular letter which had been sent to the shires of the Murchison by an organisation known as the Geraldton Regional Promotion Committee, the president of which is a Mr. Newbold. He is seeking the support of the local authorities throughout the Murchison to institute a scheme which will make the Geraldton Harbour much greater in size than it is at present.

One very interesting scheme which has been suggested by an engineering firm is that the present harbour inside the breakwater should not be used. Instead a new wharf and loading facilities should be established to the west of the harbour. In other words, we should go outside the existing breakwater on the west side and build another type of breakwater which would allow ships to load in much deeper water. It is stated that ships of all sizes, including ore carriers of 100,000 tons, would then be able to operate from the Port of Geraldton.

We are looking a little into the future in regard to this matter because whatever is done to enable the Geraldton Harbour to accommodate world-standard ore and grain ships will cater for the mineral potential of the Murchison, which will involve millions of dollars.

The improvements to the harbour must eventuate before very long, and it is up to the Government, backed by the people of Geraldton and the whole of the northern part of the State, to ensure that the necessary finance is made available. I am sure that the improvement in the port facilities would multiply tenfold the present tonnage which is shipped through the port. The appointment of a port authority at the town can do nothing but ultimate good and I have much pleasure in supporting the Bill.

MR. GAYFER (Avon) [8.36 p.m.]: Like the previous speakers I would like to support the Minister in his proposal to establish a Geraldton port authority. I am mainly interested in the grain which goes through Geraldton. This has risen from 1,500,000 bushels in 1937 to something like 19,800,000 or approximately one-fifth of the State's harvest. Naturally, anything contained in this Bill which will have an effect on the wheat industry is of great interest to the industry.

The machinery of the Bill is practically identical with that contained in the legislative appertaining to the Fremantle Port

Authority, the Bunbury Port Authority, and the Albany Port Authority. Those pieces of legislation have worked out pretty well in the areas concerned, and this Bill and the subsequent one on Esperance augur well for the districts which the ports will serve. Therefore I have much pleasure in supporting the measure.

MR. BERTRAM (Mt. Hawthorn) [8.38 p.m.]: I have had an opportunity to peruse this Bill and I desire to speak briefly in support of it. It may perhaps be said that the Bill represents an acknowledgment that the Port of Geraldton has come of age.

It is interesting to note that in 1957 the Harbour and Light Department took over the administration and organisation of the port and now, 11 years later, we are about to establish the Geraldton port authority under this Bill. In 1957 a total of 118 vessels used the port, while in 1968 the number was 241. The gross tonnage of vessels using the port in 1957 was 564,000 tons, while in 1968 it was three times that figure, which represents a very sizeable increase. The actual cargo handled in 1957 was 365,000-odd tons, but in 1968 it was something like three times that figure. These figures indicate that a sizeable growth has occurred in the amount of traffic and cargo being dealt with at the port.

One supports the Bill with greater confidence, of course, because the Minister has intimated to the House that this particular piece of legislation is almost identical with the Acts which constitute and regulate the Ports of Albany, Bunbury, and Fremantle. As those authorities are apparently operating quite satisfactorily it is difficult to imagine why the Geraldton port authority should not be just as effective and acceptable not only to the people who directly use the port, but also to the residents of Geraldton, who are proud of their port and anxious that it should function in the best possible manner.

Without going into very much detail at this stage, I notice that in clause 10 of the Bill provision is made for the appointment of deputy members. Paragraph (2) of clause 10 provides for a gazettal notice when a deputy ceases to hold office as such. A similar notice is not required on the appointment of a deputy.

The SPEAKER: Order! This is a matter which the honourable member must raise during Committee.

Mr. BERTRAM: With pleasure, Mr. Speaker. Another matter dealt with in the Bill is the question of the disclosure, by members of the authority, of any contracts in which they may have an interest. I submit, with respect, that the Minister

could look at section 123 of the Companies Act which, I suggest, is far more effective. As I intimated earlier, I am pleased to support this Bill.

MR. ROSS HUTCHINSON (Cottesloe—Minister for Works) [8.41 p.m.]: I am indebted to the members who have spoken to this Bill, and who have given it such wholehearted support. Indeed, one could really not have expected otherwise because similar legislation has already proved itself to be of advantage in the operations of ports in other parts of the State.

I think such a measure does, indeed, represent the coming of age of a port. Certainly, this legislation represents a milestone in the history of a port. I trust that the advancement and progress which has been made, by virtue of the development of the hinterland, will long continue. I think that would be the wish of all.

The member for Geraldton expressed himself as being concerned about the future of the staff, and whether there would be any staff changes. All matters pertaining to the control and management of the port will be placed under the control of the proposed port authority. This authority will be constituted and will consist of five members appointed by the Governor. Those five members will represent, in a general way, the whole of the district and they will be able to determine how best the port should be managed.

I have no doubt that if the staff continues to give good service there will be no changes; but I, as Minister, cannot promise that the port authority will make no changes at any time.

Mention was made of the future of Geraldton and the possibility of deepening the harbour. I think it was the member for Geraldton who said it was a must that the Government provide much more money to enable deep-bottomed ships to enter this port because, obviously, the economics of transport lies in the use of great ships these days. It is certainly the Government's wish to have a deepwater port at Geraldton, or thereabouts.

Mr. Sewell: Not "thereabouts," Mr. Minister.

Mr. ROSS HUTCHINSON: There is nothing significant in what I have just said. I do not want to be too specific, but the finding of large sums of money for the deepening of harbours is very difficult for Governments. Usually the deepening of harbours, now, to any great extent depends upon tying up the deepening with the creation of a great private industry project which, in the main, finances the deepening.

I trust that the time is not far distant when this will be possible. Members can be assured that the Government—and the Minister for Industrial Development—is

doing all that is possible to ensure that the Port of Geraldton is used more and more. As the occasion arises, the port will be deepened.

As I said previously, and I think it bears reiterating, the creation of a port authority will unlock for the port an additional \$300,000 of loan money annually. This is a sizeable sum of money which, when married with private enterprise projects and with Government loan allocations, may well swing the balance to improve the port still further. Geraldton is a port which has served the hinterland very well, and I think it will serve that hinterland even better in the future. I have pleasure in commending the Bill to the House.

Question put and passed.

Bill read a second time.

In Committee

The Chairman of Committees (Mr. W. A. Manning) in the Chair; Mr. Ross Hutchinson (Minister for Works) in charge of the Bill.

The **CHAIRMAN:** I think I should point out to members that under the new Standing Orders there is no necessity for the marginal notes to be called. As this is a fairly long Bill with a number of clauses, and as the Bill appears not to be contentious, I propose on this occasion to read only the clause numbers. Future Bills will be treated with discretion, according to the type being dealt with.

Clause 1 to 9 put and passed.

Clause 10: Deputy members—

Mr. BERTRAM: I would like to ask the Minister whether he would consider the gazettal of the appointment of a deputy. Provision is made for gazettal when his appointment is terminated. The public would not know that a deputy had been appointed without some notice being published, and I do not know of a better avenue of notice than the *Government Gazette*.

Mr. ROSS HUTCHINSON: I cannot see any real purpose in this. The appointment of a deputy may need to be made quickly, and the gazettal does not really matter. In the history of the Ports of Fremantle, Bunbury, and Albany, this matter has never given any trouble.

Mr. Bickerton: Why is it gazetted when he ceases to be a deputy?

Mr. ROSS HUTCHINSON: There is a necessity to make a quick appointment of a deputy, and one cannot wait for the gazettal. With the passage of time it becomes known that a deputy has been appointed, and the gazettal notice ends the appointment.

Mr. Bickerton: If there is a gazettal notice to end the appointment, there should be a notice to enact it.

Mr. ROSS HUTCHINSON: The appointment need not necessarily last for very long and one might find oneself gazetting

the appointment of a deputy when the member of the authority is already back in harness.

Mr. Jamieson: You have still got to gazette his termination.

Mr. ROSS HUTCHINSON: That is quite so, but it falls into the realms of practicability. This puts a definite period to the deputy's appointment. One might argue, "Why gazette the ending of the appointment?"

Mr. Bickerton: Why not?

Mr. ROSS HUTCHINSON: There could be a confused situation arise with regard to the first gazettal. The other is just the means whereby the deputy's life as such has ended. I see no reason to alter the situation.

Clause put and passed.

Clause 11: Disclosure of interests etc. in contracts—

Mr. BERTRAM: I direct myself to sub-clause (2) which reads—

A disclosure under subsection (1)—
This means a disclosure or interest in contact. To continue—

—of this section shall be recorded in the records of the Port Authority.

A similar section may well appear in the Acts setting up the other port authorities to which I referred earlier. That does not deter me in the slightest, because this subclause is highly unsatisfactory. It could not be more unsatisfactory in my opinion, because it says that there shall be a record made, but it does not say by whom or where the record shall be made. That is singularly unsatisfactory. As I intimated earlier the Companies Act is more specific in matters concerned with the responsibility of directors interested in contracts in analogous situations. It refers to the secretary, who is the equivalent of the managing secretary of this authority to be constituted, and reads as follows:—

The secretary of the company shall record every declaration under this section in the minutes of the meeting at which it is made.

Unless the Minister can show a very excellent reason for not following what seems to be a precedent set by the Companies Act, I will take steps to move that subclause (2) should be amended to fit the provisions of the Companies Act.

Mr. ROSS HUTCHINSON: The honourable member's interest in this is a trifle too pedantic for me. I will have a look at the section of the Companies Act. What section is it?

Mr. Bertram: Section 123(7).

Mr. ROSS HUTCHINSON: As I have said, I will have a look at it. However, if members read clause 11 they will discover that the situation is adequately covered. Although it is not stated when the record should be made, of course a record would be made at the time of the

disclosure. It may be phrased in another way in the Companies Act, but this has stood the test of time and I believe it could remain.

Clause put and passed.

Clauses 12 to 21 put and passed.

Clause 22: Exemption from municipal rates—

Mr. BERTRAM: The clause deals with exemption from municipal rates and grants certain exemptions to the authority, but then it sets out certain provisions to which the exemption will not extend. It reads in part as follows:—

... in respect of land, houses and buildings of the Port Authority that are for the time being let or occupied for private purposes, and by persons other than the Port Authority, its officers and servants.

I have thought of the matter in terms of shifts of occupation by people. Whether a menage is exempt or not, I do not think the provision is effective unless an onus is placed upon somebody or other to communicate the position to the local authority. How is the local authority to know when a particular house or building is exempt, and when it is not exempt, from taxes? Members of the authority cannot go down daily and check. There is no onus on the port authority to notify the local body. The provision seems to be so many words, but not very effective.

I ask the Minister to consider what seems to be a practical proposition: namely, that when the authority puts its property into a position where it is no longer exempt, it should notify the local authority. This should be done so that the provision might become meaningful instead of so much verbiage.

Mr. ROSS HUTCHINSON: It is extraordinary how local authorities quickly find out these things. However, I will have a look at the matter to see whether it should perhaps be made mandatory for the port authority to notify the local authority of any changes in this regard.

Clause put and passed.

The CHAIRMAN: I think I should point out for the benefit of new members, in particular, that if they wish to speak when I am calling the clauses they should draw my attention by calling "Mr. Chairman," or the clause number. In that way I will know they wish to speak. It is not sufficient for a member to rise and stand silently in his place.

Clauses 23 to 84 put and passed.

First and second schedules put and passed.

Title put and passed.

Report

Bill reported, without amendment, and the report adopted.

House adjourned at 9 p.m.