

has been advised that it will be required to provide a cash payment of \$87,000 before its project will be connected to State Electricity Commission power? Does the Minister intend to review the recent change in the policy of the self-help scheme for rural areas concerning connexions to premises which the State Electricity Commission regards as uneconomic?

Mr. BALFOUR (Minister for Fuel and Power).—I am not aware of any suggestion to supply power to the Lions Club project at Licola or what the cost might be. At the moment the State Electricity Commission is examining extensions to remote areas with limited occupation and the cost thereof.

LIBRARY GRANTS.

Mr. EDMUNDS (Moonee Ponds).—Can the Assistant Minister of Education inform me when the Education Department or the Minister of Education will announce priorities for the allocation of building grants from the Commonwealth library fund so that school advisory councils may have some idea when libraries can be built at schools from these grants?

Mr. ROSSITER (Minister of Labour and Industry).—The Library Services Section of the Education Department is working on the problem at the moment. I cannot furnish the date of any announcement. I suggest that the honorable member should place the question on the Notice Paper.

PUBLIC TRANSPORT AT BENDIGO AND BALLARAT.

Mr. TREZISE (Geelong North).—Can the Minister of Transport inform the House whether it is still planned to abolish the tramway systems in the cities of Bendigo and Ballarat. If so, is consideration being given to the provision of State-operated public transport services or will the transport services be handed over to private enterprise?

Mr. WILCOX (Minister of Transport).—I think all honorable members are aware of the history of this

matter. The Transport Regulation Board conducted an inquiry into the provision of adequate transport services in those cities, and some time ago the Board reported that effective services could be provided by buses. The State Electricity Commission, which is responsible for the tramway services in those cities, sought the concurrence of Parliament to have the services closed down, but that proposal was rejected in another place. I am not aware of any current proposal concerning transport services for Bendigo and Ballarat, but I have no doubt that in due course—and it might be some considerable time—a substantial majority of the people living in those cities will be quite happy to see buses used as the basis of an over-all transport system. Buses are particularly suitable in such areas; indeed, the honorable member should well know how successful they have been in Geelong. One of their advantages is that they offer a flexibility of service which is necessary in developing areas, particularly those on the fringes of urban areas.

CONDITION OF REDLINE BUSES.

Mr. WILKES (Northcote).—Has the Minister of Transport received the report that he called for from the Transport Regulation Board on the maintenance of Redline buses?

Mr. WILCOX (Minister of Transport).—The Transport Regulation Board has advised me concerning the operation of Redline buses in the State of Victoria. The position is that all of the operations of those buses in Victoria are of an interstate character; in other words, no Redline bus operates on a service which is entirely within this State. Because of that, and the operation of section 92 of the Constitution, they are not required to have any licence from the Transport Regulation Board. Since the buses are not subject to the licensing system, they cannot be inspected by the Board with regard to safety or anything else. That does not mean that Redline buses or any

other buses or motor vehicles are not subjected from time to time to road-worthiness checks in Victoria when they are operating on the roads.

PUBLIC TRANSPORT AT BENDIGO AND BALLARAT.

Mr. TREZISE (Geelong North).—If in future it is proposed to provide bus services in Bendigo and Ballarat, will the Minister of Transport guarantee that the present concessions—particularly those granted to pensioners—will be retained? I remind the honorable gentleman that in the Bill which was before this House it was proposed to retain the concessions. Is the Minister aware that when buses replaced trams in Geelong concessions were taken away from pensioners?

The SPEAKER (the Hon. Vernon Christie).—Order! The honorable member is asking two questions.

Mr. WILCOX (Minister of Transport).—I am prepared to answer the question relating to Ballarat and Bendigo and follow on from my earlier answer to the honorable member. I thought I had made it clear that there was no current proposal to do anything in relation to the tramway systems at Ballarat and Bendigo. If and when a transport system, based essentially on buses, comes about, I have no doubt that the question raised by the honorable member regarding concessions for certain types of passengers, including school children, will be duly considered at that time.

PERSONAL EXPLANATION.

DEAKIN CO-OPERATIVE HOUSING SOCIETY LTD.

Mr. LOXTON (Pahran).—By leave, I desire to make a personal explanation. The Douglas case has provided a vehicle for unfounded innuendoes against directors of the Deakin Co-operative Housing Society Ltd., of which I am chairman. These allegations have been made clearly for political advantage with a view to

impugning the integrity and the competence of certain members of this Parliament, including myself. I therefore desire to set the record straight so far as the so-called Gusseff case is concerned.

Mr. HOLDING (Leader of the Opposition).—On a point of order, I want to know the basis of the honorable member's allegation; is he relying on statements which were made in another place or on press comments? The honorable gentleman makes general allegations that he has been somehow misrepresented, and I want to know whether the alleged misrepresentation is based on statements in another place or in the newspapers.

The SPEAKER (the Hon. Vernon Christie).—There is no point of order. Under the Standing Orders, the honorable member for Prahran is entitled to make a personal explanation.

Mr. LOXTON (Pahran).—In 1953, the Commonwealth Savings Bank supported the Society upon the express terms that all cheques must be made payable to the builder. Honorable members will appreciate that this was a proper requirement. Obviously, it would be inconceivable for the Society to make progress payments available to a member who might conceivably leave his builder lamenting. Indeed, the Commonwealth Bank went further and indicated that, prior to the cheque made payable to the builder being presented at the Bank for payment, the Commonwealth Bank must be in receipt of the valuer's report; otherwise, the cheque would be returned unpaid. The rules applicable to all societies provide that the society shall make progress payments only on the certificate of its valuer appointed for the purpose and approved by the Registrar of Co-operative Housing Societies.

Mr. Gusseff chose to select his own builder. On the 9th April, 1960, in issuing his certificate to the Society, the valuer drew attention to certain defects in the builder's workmanship and advised that, in his