

HOUSE OF ASSEMBLY.

Thursday, August 26, 1954.

The SPEAKER (Hon. Sir Robert Nicholls) took the Chair at 2 p.m. and read prayers.

SUPPLY ACT (No. 2).

His Excellency the Governor, by message, intimated his assent to the Act.

QUESTIONS.**OPENING OF RADIUM HILL TREATMENT PLANT.**

Mr. O'HALLORAN—I ask the Premier whether any official function is contemplated in association with the proposed opening of the treatment plant at Radium Hill by His Excellency the Governor-General, and particularly whether members will be given an opportunity to visit the field to see the progress made since their last visit?

The Hon. T. PLAYFORD—This morning I had a communication from His Excellency the Governor to the effect that His Excellency the Governor-General has been pleased to accept the invitation to open the Radium Hill treatment plant. The opening will be on Wednesday, November 10, and it is proposed to arrange for such members as wish to accept the invitation to be present to see the progress made. The train will leave Adelaide on Tuesday night and return on Wednesday.

WEIGHING OF MOTOR VEHICLES.

Mr. JENNINGS—One of my constituents purchased a second-hand motor vehicle that was already registered and found that it had been registered at a greater weight than its actual weight, which meant that the registration fee was higher than it should have been. When he went to re-register it at the lower weight, which meant his fee would be reduced, he took a certificate from a licensed weighbridge but found that the department would not accept that, but insisted on the vehicle being weighed at another weighbridge in the presence of one of its officers. Is it usual for the department not to accept certificates from licensed weighbridges, and, if so, why?

The Hon. T. PLAYFORD—The registration fee is fixed upon the weight of the motor vehicle with its normal equipment attached to it. This matter is probably not so important

in regard to passenger vehicles, but very important in regard to heavy transports, as it is possible to get a totally different result merely by taking off the sides of a vehicle, or omitting to put on the spare tyres at the time of the weighing, and so on. Experience has proved that it is most satisfactory to have an officer witness the weighing and then there is no argument in the future about the weight, as he gives a certificate. It is not a question of the licensed weighbridge not being correct, but the vehicle may not be fully equipped at the time of weighing.

SOUTH-EAST SOLDIER SETTLEMENT.

Mr. FLETCHER—Last Tuesday I asked the Minister of Lands a question about various soldier settlement estates in the South-East, but I omitted to refer to the Mount Schank estate. Can the Minister give me similar figures about that estate?

The Hon. C. S. HINCKS—The percentage of settlers at Mount Schank that had met their commitments up to June last was 62½, compared with the average of 86½ per cent for the estates I mentioned last Tuesday, and the average for the whole State of 92 per cent. I was disappointed that the press said that South-Eastern settlers were in arrears. Generally speaking, few settlers in the South-East are in arrears.

PRICE OF TEA.

Mr. DUNNAGE—Like other members, I have received many telegrams protesting about the price that grocers are forced to pay and charge for tea. Can the Premier say whether it is intended to have the price altered, or make any statement that would let grocers know where they stand?

The Hon. T. PLAYFORD—Since the whole-sale price of tea rose I have conferred daily with the Prices Commissioner, and I have personally investigated any inquiry that has come to me. I have received a report showing that the position today is as follows:—

Continuous check from 18/8/54 to 25/8/54 shows total stocks of 62,658 lb. of tea at average weekly supply on hand of 2.3 weeks per shop. The above figures would no doubt, be reduced as sales have taken place since daily checks commenced. A more reliable guide would be figures for daily checks on August 24 and 25 which show:—

Date.	No. of Shops.	Stocks.	Average weekly supply.	Shops out of stocks.
August 24	31	2,192 lb.	1.2 weeks	nil
August 25	20	1,762 lb.	5 days	4

With regard to those four shops out of stock the Prices Commissioner has informed me that when the wholesale price of tea was increased they continued to sell indiscriminately to any person, whether a customer or not. The report continues:—

The Secretary of the Retail Storekeepers Association of S.A. has today been contacted for grocers reputed to be out of stocks. He has given 13 names and addresses of grocers who he believes are either out of stocks or out of a particular brand. These are being checked today and the result should have a deciding influence on an operative date for the new price.

Members will see that we have kept closely in touch with the position. We do not desire that any storekeeper should be compelled to trade at a disadvantage, but the Prices Department has the duty of ensuring that customers are not charged an undue amount for controlled items.

Mr. DUNKS—The following is an extract from this morning's *Advertiser*:—

"Grocers are being made to look like a band of pirates," said the president of the S.A. Retail Storekeepers' Association (Mr. A. C. Samuels).

As the new wholesale price of tea is 5s. 3½d. a pound, and the price for retail tea is fixed on the wholesale price, would it be possible for the Prices Department to announce a retail price to be charged when grocers have exhausted their stocks, and on condition that the grocer signed a statutory declaration to the effect that he was out of stocks of tea? That could be checked if necessary, and then the grocer could be allowed to charge the new price when established, and I suggest that it be established immediately on the 5s. 3½d. a pound wholesale basis.

The Hon. T. PLAYFORD—That matter has been looked at on a number of occasions. This problem always arises whenever there is a substantial adjustment in the price of a commodity. It is inevitable that some of the tea purchased at the old price will be sold to the public ultimately at the higher price. All retailers have not the same margins of stocks and it is inevitable that the storekeeper with the large stock will get the benefit of the increased price when it is determined. It is not possible to police the stocks of tea held, in the way mentioned by the honourable member. We have only a limited number of inspectors in the department. We would need an untold number if we went into the matter as suggested by the honourable member. The only way the matter can be dealt with is the

way adopted by the Prices Department, which is keeping in touch with the other States. After a close examination of the stocks held the price will be altered before there is any substantial injustice to anyone. I am certain that more pounds of tea will be bought at the old price and sold at the new price than *vice versa*. We will keep the matter closely in mind. I deprecate the statement about grocers being made pirates, because it has not been suggested by the Prices Department that they are dishonest. We suggest that the price of tea should be based on the proper margin of its purchase. That is all that is being attempted.

COUNCIL RATES FOR PENSIONERS.

Mr. TAPPING—On previous occasions I have asked questions relating to a possible rebate in rates to pensioners. This morning I received a letter from the Pt. Adelaide Council asking me to bring before the notice of the Government the need to amend the Local Government Act for the purpose of permitting councils to make rebates to pensioners. Recently the Pt. Adelaide Council brought out a new assessment which imposed a heavy rating on people living in the poorer parts, who will have to pay more than double the rates they paid last year. As a result pensioners will be hard hit. Provisions apply in New South Wales and Queensland relative to this position. Will the Premier consider amending the legislation in order that councils may, in cases of need, make rebates to pensioners?

The Hon. T. PLAYFORD—The whole basis of the rating system at present is that persons pay in accordance with the value of their properties. The honourable member asks me to completely alter that basis and have rating based on their financial position. I point out that, although the member has mentioned pensioners, many people in the community are not as well off today as pensioners. A lady who came to see me recently is not eligible for any pension but is in an infinitely worse position than any pensioner. As the proposed amendment would alter the basis of our rating system the Government would not agree to it.

TANUNDA PRIMARY SCHOOL.

Mr. TEUSNER—During the past 12 months the Tanunda Children's Welfare Club of the primary school has been responsible for raising a considerable sum of money to provide improved ablution facilities for children at that school. Before these facilities can be installed it is necessary to make certain alterations and

additions to the school verandah and lean-to. I understand that approval for this work was given some time ago. Will the Minister take this matter up with the officers concerned with a view to having these alterations effected at an early date so that these facilities can be installed?

The Hon. B. PATTINSON—I will be pleased to do so but would point out to all members in this and another House that the minor works programme of the Education Department has reached a formidable state. I could probably name a thousand jobs that I would be pleased to see done if it were at all possible.

Mr. Quirke—Couldn't you use outside contractors?

The Hon. B. PATTINSON—I am hoping to submit a representation to my colleagues on that matter at a later date. I will be pleased to take up the honourable member's question along with many hundreds of similar ones.

BREAD PRICE.

Mr. HUTCHENS—As wages have been pegged for months, and there has been no advance in the price of wheat, which is in over-supply and difficult to sell on world markets, can the Premier explain the need to increase the price of the 1 lb. loaf of bread delivered to homes? This price increase will seriously affect aged and invalid pensioners, the hardest-hit section in the community and practically the only one not to benefit from the recent Commonwealth Budget.

The Hon. T. PLAYFORD—For at least two or three years the price of flour in South Australia has been kept down to below the Australian flour price, owing to our mills running fairly economically and working on more than a one-shift basis. In some instances they have worked two shifts, and in others, three. When two or three shifts are worked it is possible to spread the overhead and make the working more economical than is the case with one shift, or work on a reduced basis. For some time the flour price in this State has been below that of other States, and 15s. below the Victorian price, the nearest to the South Australian price. Now that overseas flour orders have fallen away mills in South Australia are in the main working with difficulty, and some have closed. This means that it is not possible for the mills to operate on the cost price they previously had. The industry applied to have the price raised to the Victorian level, and we met the request in

regard to flour but rejected it in connection with mill offal, so that today the mills in South Australia are at a disadvantage compared with other flour mills in Australia, and are working on a lower margin. The recent change had to be made because overseas contracts for flour had fallen away. The mills are working on a reduced basis and cannot carry on at the margin they previously had. The matter of the price of bread was placed before a committee consisting of representatives of consumers and the baking trade, and the unanimous recommendation—

Mr. Lawn—Unanimous? It was three to one.

The Hon. T. PLAYFORD—I understood it was a unanimous recommendation that the price of the 1 lb. loaf when delivered was to be increased by a halfpenny. I will check the position. There has been no change in the price of the 2 lb. loaf delivered, nor in the price of bread sold over the counter.

STUDENTS' BOOK ALLOWANCE.

Mr. JOHN CLARK—Before the Minister of Education replies to the question asked on July 29 by Mr. Riches in regard to the high cost of high school books, will he consider the following figures supplied to me by the headmaster of a South Australian high school? They give costs of school books for the various classes this year. They are new book prices. Secondhand books would be from £1 to £1 10s. less. For the first year the price is £6 13s. and over, for the second year £7 3s. and over, for the third year £6 10s. and over, and for the fourth year £6 3s. and over. The word "over" means that the figures given do not include books for alternative subjects, such as woodwork and drawing. The cost of such subjects is considerable. It would be at least 3s. more for drawing and 15s. for woodwork. As the figures I have given are much above the present £3 book allowance paid to students will the Minister take these into account when considering the question of increasing the allowance?

The Hon. B. PATTINSON—I am indebted to the honourable member for that information and I will certainly take it into account in considering the question by the member for Stuart. Immediately after the member for Stuart asked the question I called for a report from the Director and secretary of the department and the Superintendent of Secondary Education, but so far I have not received it. Until I do I cannot give a decision.

WINE LICENCES.

Mr. FRANK WALSH—In replying to a question by the member for Stanley the Premier indicated he had met certain difficulties in considering the redistribution of wine licences. Will he consider appointing a committee of members from both sides of this House with a view to getting a better distribution of the licences, particularly hotel licences, and to seeing whether it is necessary to amend the legislation?

The Hon. T. PLAYFORD—The distribution of hotel licences is subject to the Licensing Act, which provides for local option polls to be held in the districts concerned to see whether the people desire additional licences or not. The Government does not propose to alter those provisions, which embody a long-established custom.

Mr. Quirke—Do you intend to stick to the present type of local option poll, which is a district poll?

The Hon. T. PLAYFORD—I believe that there are one or two weaknesses and undesirable features in the present system. Local option polls are held at the same time as elections for this House. In my opinion they have been the subject of rather grave electoral abuse in the past. For instance, elections for this House have been designed for the purpose of getting a compulsory vote to ensure that people will attend a local option poll which they might not otherwise have been interested in; and some of the electoral matter issued in connection with the local option polls has been undoubtedly unfair to members, and sometimes quite incorrect. I know that one member opposite had a very unpleasant experience at the last elections, so I think it would be a distinct advantage to have local option polls at some other time than with a State election.

NEW PETROL STATIONS.

Mr. STEPHENS—One of my constituents informs me that a modern five- or six-roomed house is being demolished to build a petrol station on the site. I examined the spot and found that within about 100 yards there will be three petrol stations. At the corner of David Street and Torrens Road there is a Caltex Station on two corners, and just across the road another station is being erected on the house site. I do not know whether the house consisted of five or six rooms because there is now hardly anything left of it, but I can see that pumps are being installed. It is absolutely unnecessary to have three petrol stations

at this site, yet many people require homes but cannot get building materials. Will the Premier investigate this matter to see whether the Government can do something immediately to prevent homes from being demolished and timber and other materials being used to build petrol stations which are unnecessary?

The Hon. T. PLAYFORD—There is a Standing Order that prevents any member from anticipating a debate to take place in this House. As notice has been given for the introduction of a Bill dealing with petrol stations it will probably be as well to debate this matter fully at the appropriate time.

Mr. STEPHENS—I understand that the Bill before the House does not relate to the demolition of dwellinghouses nor to the use of the building materials therefrom. Will the Premier take immediate action to prevent petrol companies from demolishing dwellinghouses and using the timber from them, particularly as there is a shortage of housing and of building materials?

The Hon. T. PLAYFORD—The Government has no control over the number of petrol stations nor over the demolition of houses.

Mr. Lawn—Whose fault is that?

The Hon. T. PLAYFORD—No-one's. I realize that Mr. Lawn would be quite willing to give the Government a lot of authority in these matters. I take it that this question relates to a recent demolition and if Mr. Stephens will provide me with the address of the building and the name of the company undertaking the demolition I will make inquiries concerning the matter.

SCHOOL LOAN PROGRAMME.

Mr. RICHES—Can the Minister of Education say whether any school buildings or school work has been held up or deferred during this financial year on account of inadequate funds under the Loan Estimates for school buildings?

The Hon. B. PATTINSON—It is a little early to anticipate the future, but I should say, as at present advised, No.

SCHEDULE OF RACING CLUBS MEMBERS.

Mr. STEPHENS—Section 29 (2) of the Lottery and Gaming Act states:—

Within twenty-one days after the last day for which any licence is granted under this Act every club so licensed shall deposit with the Commissioner of Police a correct schedule of the names, addresses, and occupation of its members.

Will the Premier arrange to have that schedule laid on the table of the House so that members may examine it?

The Hon. T. PLAYFORD—I do not know what is involved in this question but I will have the matter examined and advise the member whether I think that course is proper or not.

ALLOTMENT OF HOMES.

Mr. DUNNAGE—Frequently persons who have been before the court on two or three occasions eventually have eviction orders made against them and they go to the Housing Trust, where they have had applications for long periods, seeking other premises. They are unable to obtain accommodation elsewhere and after continual visits to the trust are advised, frequently at the last moment, that they will be housed. Until then these people suffer considerable anxiety and distress. Will the Premier ascertain if the trust can tell them immediately whether or not they will get a home and so alleviate that suffering?

The Hon. T. PLAYFORD—The Housing Trust is doing its utmost to meet the difficult position arising as a result of persons receiving eviction orders. It is not possible for it to forecast accurately whether or not applications for housing will be granted. The trust is in the hands of its contractors and can only let houses when they are delivered to it. Even after a house is completed it may be some time before sewerage, electricity and water services can be provided and until then it cannot be allotted. The trust is doing its utmost to meet the difficult cases that arise from day to day.

FOOD AND DRUGS ACT AMENDMENT BILL.

Received from the Legislative Council and read a first time.

MEDICAL PRACTITIONERS ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

GAS ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

WILD DOGS ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

PUBLIC FINANCE ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

BREAD BILL.

The Hon. T. PLAYFORD, having obtained leave, introduced a Bill for an Act to repeal the Bread Act, 1936-1949, and to enact other provisions relating to bread. Read a first time.

The Hon. T. PLAYFORD (Premier and Treasurer)—I move:—

That this Bill be now read a second time. This Bill repeals the Bread Act of 1936 and substitutes other provisions for it. The Act of 1936 was a consolidation of the previous Acts of 1891, 1893, and 1908, which were based on English legislation dating from the early part of the nineteenth century. The bread legislation at present deals with two topics, namely, the weight of bread and the adulteration of corn and flour. The provisions relating to the adulteration of corn and flour are, however, obsolete because a good many years ago they were superseded by provisions of the Food and Drugs Act and the food and drugs regulations which set out a fairly complete code for preventing adulteration and prescribing the quality and ingredients of food-stuffs. It follows that for all practical purposes the existing bread legislation deals only with the weight of bread, and this Bill is directed to the same object. The only provisions in it other than those relating to the weight of bread are ancillary administrative provisions.

The Bill alters the method by which the legal weight of bread is to be determined. The present legislation requires every loaf of bread to be of standard weight, that is to say, a loaf must either weight 1 lb. avoirdupois or some multiple of 1 lb. The weight is determined at the time of sale of the loaf. This method has for many years been under attack by bakers and by the experts in the technology of breadmaking, as an unsatisfactory method of protecting the public. It is also alleged to be unfair to the bakers. From time to time alternative methods have been investigated by the Director of Chemistry and his officers. In 1938 the then Director of Chemistry reported that the loaf weight system had many disadvantages. He said that it was an incentive to the baker to under-bake his bread and so leave as much moisture as possible in it, although from the health point of view a well-baked loaf was more beneficial.

He also pointed out that bread continues to lose weight for a considerable time after leaving the oven and the condition of the atmosphere alters the rate at which it loses moisture. For example, a loaf carried on a

baker's cart for three hours on a warm summer's day would weigh less than a loaf of the same original composition and weight carried for the same period in the middle of winter. In the summer time the bread of one baker weighed at 9 a.m. might pass the standard, while that of another baker, if weighed at midday, might be found to be under-weight, although the latter bread might have a higher solids content than the former. Thus the present system is unsatisfactory both to the public and to the baker.

The alternative method which is commonly advocated nowadays and has been adopted by law in Western Australia and New Zealand is what is known as the dough-weight system. Under this system the law fixes the weights of the pieces of dough from which bread may lawfully be baked. So long as the doughs are of the proper weight when placed in the oven, any subsequent loss of weight due to baking or hot weather does not affect the liability of the baker. Thus the baker has no incentive to underbake his bread; and he cannot be penalized because atmospheric conditions have caused a loaf originally of full weight to become underweight. From these points of view, therefore, the dough-weight system has decided advantages.

However, both the loaf-weight system and the dough-weight system have one disadvantage in common, namely, that the greater the proportion of water in the bread the more profitable it is to the baker. I am advised that bakers do not admit that there is much scope for variation in the amount of water used for making bread. But all the officers of the Department of Chemistry who have inquired into this matter have pointed out that both the loaf-weight and the dough-weight system offers an incentive to the baker to use as slack a dough as possible. For this purpose they have recommended in the past that in addition to introducing the dough-weight system there should be a law governing the minimum solid contents or dry matter in loaves of bread because it is the solid contents of the loaf that really determine its nutritive value.

In this Bill, therefore, the Government has included provisions for introducing the dough-weight system and, in addition, the Bill confers power on the Governor to prescribe by regulation the amount of dry matter which must be included in the loaves of the various classes. Dough weights are prescribed for loaves of the sizes which are now being ordinarily sold, namely, $\frac{1}{2}$ lb., 1 lb., 2 lb., and

4 lb. loaves of ordinary bread and $1\frac{1}{2}$ lb. Vienna loaves. As regards administration, this Bill, like its predecessor, confers the necessary powers on inspectors of municipal and district councils, and also empowers the Governor, if he thinks fit, to appoint inspectors to assist in enforcing the Bill.

As I mentioned earlier, there is no intention in this Bill to deal with anything but ordinary bread and Vienna bread. Cakes and pastry and the various fancy breads containing such ingredients as currants, raisins, milk, sugar or eggs will not be subject to the Bill; although it will not be possible for a baker to avoid his obligations under the Bill by inserting extremely small quantities of such ingredients in a loaf, solely for the purpose of avoiding the obligation to comply with the standard dough weights. In general, the administrative provisions in this Bill are not substantially different from those of the existing Act. The Bill has been accepted by the Bread Manufacturers' Association as a reasonable one and is also regarded by the Director of Chemistry and his officers as a satisfactory solution of the problem of bread weights. The subject is a technical one, on which a good deal has been written by experts. If members should desire any further information I will be glad to try to supply it.

The dough-weight system has been in operation in Western Australia for some time. I have inquired whether the experience there has shown that it can be policed effectively.

Mr. Stephens—Who does the policing?

The Hon. T. PLAYFORD—I think the methods adopted are much the same as here—by having inspectors for the purpose. It does not matter what the law is: unless inspectors police the position the law ceases to have any effect. Coming back to the main question—whether it will be easier to police the proposed system than the system in operation today—I am advised by my officers and am convinced by the experience of Western Australia that it will be much easier to police the proposed method.

Mr. Stephens—What about the New South Wales Act?

The Hon. T. PLAYFORD—That is still on the same basis as our Act, or so I have been informed.

Mr. Stephens—No. There they weigh the bread in the morning in the bakehouse after it has been cooked.

The Hon. T. PLAYFORD—Yes, but it could have much moisture in it and it could be

unbaked, but as long as it turned the scales when it came out of the oven it could go out to the public as good bread, when in fact it was unbaked and bad for the health of the community. There will be no incentive here for a baker not to make a well-baked loaf of bread because he has to put all the flour and other ingredients into it. I know a baker in another State. Recently I had dinner with him and said I liked his bread, but he said, "Of course, for myself I always send a loaf through the oven twice!" In Western Australia recently one smart baker thought he could evade the legislation, but he had to face, not an insignificant fine, but cumulative fines totalling £250.

Mr. Lawn—Have you had the views of the member for Mitcham?

The Hon. T. PLAYFORD—I showed him my second reading speech just a few moments ago and he told me that one clause was superfluous, but I do not know his views on the Bill itself. I have sometimes found the member for Mitcham has a most disconcerting way of expressing his own views, and I have no doubt he will do so again on this Bill. The measure will be beneficial and ensure that the public gets a better baked loaf. If an inspector now weighs bread at mid-day on a hot day and finds it slightly underweight he knows that if he takes the case to court the baker would have a good defence. That shows there must be a decided underweight now before action can be successful.

Mr. O'HALLORAN secured the adjournment of the debate.

FRIENDLY SOCIETIES ACT AMENDMENT BILL.

The Hon. T. PLAYFORD (Premier and Treasurer) obtained leave to introduce a Bill for an Act to amend the Friendly Societies Act, 1919-1952.

JURIES ACT AMENDMENT BILL.

Second reading.

The Hon. T. PLAYFORD (Premier and Treasurer)—I move—

That this Bill be now read a second time.

It contains some amendments of the Juries Act which have been recommended by the judges and administrative officers. It also includes a number of clauses which are of the nature of statute law revision. None of the amendments make any basic alteration in the principles

of the Juries Act. This Act has worked satisfactorily for many years and the Government does not propose to disturb any of its fundamental principles. I will explain separately each of the main topics dealt with by the Bill. The first matter to be mentioned is the power to summon jurors. Under section 29 of the principal Act summonses to jurors are issued pursuant to a precept—that is to say, a written order—directed by the Supreme Court to the Sheriff; and the scope of the power to summon jurors depends upon the power of the court to issue precepts. Although the Act gives the court fairly wide powers to secure juries these powers are, in the judges' opinion, subject to some inconvenient limitations. One is that the Act does not provide for summoning two separate sets or panels of jurors on the same day. In former times, when the volume of criminal cases was much less than it is now, this limitation did not matter. But now-a-days it is sometimes necessary for two criminal courts to sit concurrently and it is inconvenient if the juries for both courts have to be taken from the same panel. Another limitation which exists in the present law is that when juries are summoned in two separate panels to attend in succession, each panel of jurors must be for the same number of men. This does not always meet the necessities of the situation. A further point is that there is no provision for supplementing a panel of jurors when the number summoned proves insufficient.

The judges have in the past found ways and means of avoiding some of the inconveniences arising from the present limitations; but it is desirable that the power of summoning jurors should be in the widest possible terms. It is therefore proposed to alter sections 29 and 30 of the principal Act so as to provide that jurors may be summoned from time to time and as often as occasion demands either in one or more panels and with such numbers in each panel as the judges may specify. It is also provided that when two successive panels are summoned pursuant to the same precept they need not be of the same number. The next matter dealt with in the Bill is that of the payment of jurors. Under the principal Act jurors are entitled to compensation for their services at a rate fixed by proclamation, and to payment for mileage calculated on the distance from the juror's residence to the place where the court sits. This mileage is at present fixed by the Act at 6d. a mile and cannot be varied, except by Act of Parliament. It is proposed in this Bill to strike out the existing provisions both for mileage and compensation and to

provide that in future both of them will be fixed from time to time by regulation. There is no virtue in having a schedule of these rates in the Act, and the existing schedule will be repealed. The main reason for the amendment is that the Government desires to make an immediate increase in the rate of mileage and also to have power to vary it as conditions may require. At the same time the opportunity is being taken to provide that jurors' compensation will be fixed by regulation rather than by proclamation.

The Bill also makes some alterations in the jury districts. The Adelaide jury district is enlarged by the addition of the electoral sub-district of Northfield. This area has in recent years developed from open country into a fairly well-populated suburb, and it is just that the inhabitants of Northfield should share with the other residents of the metropolitan area the privileges and duties of serving on juries. It is also proposed to enlarge the Port Augusta jury district. At present this district consists of the electoral sub-districts of Port Augusta and Melrose. It has, however, been found increasingly difficult to secure sufficient jurors from these sub-districts because many of the residents are railway employees who are exempt from jury service by Commonwealth law, and others are State employees who are exempt under State laws. It is proposed to extend the Port Augusta jury district by including in it the sub-districts of Port Augusta West and Whyalla. This will provide a substantial number of additional qualified persons from whom jurors may be chosen. In order, however, to prevent jury service from being too heavy a burden it is provided in the Bill that a person shall not be required to serve as a juror if his place of residence is 60 miles or more from the court house.

The remainder of the Bill can properly be regarded as Statute law revision. Most of the clauses are rendered necessary because of a change made in the Supreme Court Act of 1936. That Act abolished circuit courts as separate entities and provided that the criminal sessions in the circuit districts should be held by the Supreme Court at circuit sessions of that court. It is desirable to take this opportunity of making a number of consequential amendments to the Juries Act by striking out obsolete references to circuit courts which, strictly speaking, no longer exist. Another minor amendment makes it clear that the writs by which the Supreme Court may enforce

fines under the Juries Act are writs of *feri facias* and *capias ad satisfaciendum*. These are the customary writs of execution commonly used to enforce judgments of the Supreme Court.

Mr. DUNSTAN secured the adjournment of the debate.

TOWN PLANNING ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 24. Page 465.)

Mr. JENNINGS (Prospect)—Town planning has received tremendous publicity recently and it has undoubtedly attracted widespread public interest. We have heard much during the last few years about the need for a master plan for the development of the metropolitan area. Many people have spoken of the necessity for another green belt and the desirability of providing breathing spaces, additional playgrounds, and so on. I noticed that when it was recently announced that a town planning conference was to be held in Adelaide, this controversy broke out afresh. It was stimulated by press articles, editorials and occasional well-timed and cryptic comments from the Premier that at an appropriate time legislation to solve the whole problem would be introduced. I believe there was a great deal of stage management about the introduction of this Bill and the second reading was timed to coincide with the town planning conference when, of course, interest in the matter would have been at its peak. The anticipated consequences were additional publicity for the Bill and additional eulogies for the Premier. But the Premier's plan, like the best laid plans of mice and men, went astray.

The verbosity of the Minister of Agriculture in introducing another measure delayed the second reading speech on this Bill. He did not realize at that stage—but I do not doubt that he has since been told—that it is a crime, even for a new Minister introducing his first Bill, to steal the limelight from the Premier.

The Hon. A. W. Christian—That is all nonsense.

Mr. JENNINGS—The obvious stage-management, publicity—both spontaneous and stimulated—and careful timing of its introduction to coincide with the town planning conference, all tend to justify the Leader of the Opposition's opinion that this Bill is not intended to work nor will it give effect to what it purports, but rather is intended as a sop to the public clamour for town planning. Mr. Travers did

not go as far as the Leader of the Opposition but he was quite definite in his opinion that the Bill as framed could not work. I commend him for his speech; it was excellent, and I assure him that I share his apprehensions. I support the principles the Bill purports to give effect to, but I do not agree that a committee should be appointed. Why not make the Town Planner responsible to a Minister, and give him an adequate and experienced staff to perform the functions it is intended this committee will perform? That would ensure that Parliament could question the Minister, co-operate with him and, where necessary, criticize the policy being followed. It would provide at least a measure of Parliamentary control over town planning and obviate the difficulties Mr. Travers foresaw. It certainly would not be a delegation of the rights and responsibilities of Parliament about which Mr. Travers was so apprehensive and justifiably alarmed. I endorse his views that this type of legislation is buck-passing. Whilst I do not want to temper my praise of his remarks, I feel it would not be unfair to express astonishment at his air of injured innocence when he was discussing the measure. He spoke as though this was the first time in history that the South Australian Parliament had delegated its authority. Mr. Travers should be aware that the Opposition is almost incessantly criticizing the Government for delegating functions which are the responsibility of this Parliament to outside organizations and imposing on them duties which are rightfully ours as representatives of the people. This Parliament, which is dominated by a Government of which Mr. Travers is a supporter, is probably the greatest buck-passing Parliament in the British Commonwealth of Nations and I sincerely hope that Mr. Travers will be consistent in the future in his opposition to this buck-passing and join with the Opposition in protesting at the establishment of boards, trust, committees and all forms of outside organizations to carry out such important functions of Government as housing, electricity, transport and, now, town planning: these organizations not having any responsibility to Parliament or to the people of the State.

I believe the Government is endeavouring to capitalize on the desire of all members for a proper plan for the orderly development of the metropolitan area to the extent of influencing Parliament to sign a blank cheque, which is what we are asked to do in this measure. I am quite certain that the public,

when it reads about this debate, will believe that what we are really considering are the merits and demerits of an already prepared master plan, but, of course, we are doing nothing of the sort. All we are planning is to establish a committee to draw up a plan. There are other machinery matters authorized in the Bill which the Town Planner could utilize as effectively as any committee.

Mr. Lawn—Didn't a Government member say that there were too many committees?

Mr. JENNINGS—He was referring to a Parliamentary committee. I have no objections to Parliamentary committees but the committee this measure refers to will be outside Parliamentary control. The public should be disabused of the notion that this proposal contains any developmental plan. The master plan, which has been so freely spoken about, is something which, under this legislation, will be drawn up some time in the future, if ever, by the committee to be appointed. As Mr. Travers said, it will then be too late for Parliament to have any effective voice in that plan. If the Opposition were in power it would approach this matter by establishing a Greater Adelaide authority. It is inevitable that there will be every conceivable type of contention between the proposed committee and the metropolitan councils. The Government acknowledges, by the introduction of this measure, that the councils cannot plan overall for the metropolitan area. It is quite obvious that councils are concerned only with their own areas. This committee will have the responsibility of drawing up a plan for the entire metropolitan area and its views quite patently could conflict with the decisions and desires of metropolitan councils which have a great interest in this matter. They are just as much concerned as we are.

If the Government desires to appoint a committee of experts from outside to draw up a plan to be submitted to Parliament for consideration, an all-Party Parliamentary committee could be appointed to examine the plan. The legislation as submitted to us is virtually asking us to sign a blank cheque and it cannot possibly work properly. I agree with the Leader of the Opposition that it was not intended to work properly, but was intended to be a sop to soothe the great public agitation for an orderly development of the metropolitan area. I agree that there is a great need for town planning, and one of the reasons why I am opposed to the Bill is that under it we will never get town planning.

As most members know, there has been tremendous development in the northern part of my electorate in the last two years and there was a golden opportunity for proper planning, but instead work has gone on in a most haphazard way. The only planning was in the area where the trust subdivided its own land and built homes. That form of planning, however, seemed to be nothing more than having streets running around in circles. It is a taxi driver's harvest. If a man had a dishonest turn of mind he could carry a passenger around in circles for half an hour and not get more than 100yds. from the starting point. I do not agree with this type of planning, but am pleased that in the subdivision by the trust there was provision for playgrounds for children. I sincerely hope the Bill will not be proceeded with in its present form.

Mr. FRANK WALSH (Goodwood)—To say that I am disappointed with the Bill would be putting it mildly. In the Address in Reply debate I said we must look at the matter in an overall sort of way. In the area south of Anzac Highway along to the foothills, and including Mitcham and Darlington, it would have been possible to provide a green belt, but because of building activities the opportunity has been lost. In the foothills there were a number of primary producers, but they have gone out of the industry because of the closer settlement policy adopted by the Government, which has preferred centralization to decentralization. About 61 per cent of the State's population is in the metropolitan area. Whilst we have the Abattoirs on its present site and retain the present grazing land, we shall have a green belt. According to a reply given to a question I asked this week the trust desires to proceed with the satellite town on land adjoining the Main North Road at Smithfield, but the Premier knew that a long time before. Much preparatory work had to be done before there was any talk of building houses. Sub-clause (2) of clause 4 indicates the Government desires the trust to proceed with the satellite town and it will assist in preventing the cutting up of new estates. The building of it is part of Government policy, but the Government is preventing the trust from doing anything in the matter. We all know that the trust is short of land for building purposes. In the last three years it has built a number of homes in Glenelg, Goodwood and Prospect. So many have been built in the Glenelg District that it now contains the second highest number of

electors of any district in the State. The Government should be condemned for preventing the trust from building further homes. Maybe it is a sort of sabotage on the part of the Government. If the trust were permitted to go ahead with the satellite town proposal the Public Works Committee could investigate the installation of a sewerage scheme. The Premier told Mr. John Clark that it would not be economically possible to have one at Gawler alone, and that it might have to be linked up with the satellite town.

Mr. John Clark—It should be at Gawler.

Mr. FRANK WALSH—It was suggested by the Opposition that instead of having a satellite town development should go outwards from Gawler, but the Government had sufficient numbers to defeat the proposal. Whilst we have the grazing land near the Abattoirs we shall have a green belt, and when the West Beach Airport is completed the Parafield aerodrome site will give us another. The Government should tell the trust to go ahead with the satellite town, bearing in mind the need for a green belt, but who is to meet the cost? That is the next question. This is about the only available area north of Adelaide and close to the city where a green belt or recreation reserves could be provided. Probably the Torrens Gorge, east of Adelaide, could be reserved. If the Bill had contemplated a real approach to the problem the Premier would have given a different explanation. There is little in the measure to induce members to support it wholeheartedly.

Clause 6 deals at length with the subdivision of broad acres for building purposes. It states that roadways at least 24ft. wide and with a depth of at least 4in. of metal must be provided. Top dressing must be of tar, asphalt or bitumen, but who will make the roads? Councils are up against great difficulties, especially those with newly developed areas. I know something of the difficulties of the Marion, Mitcham and West Torrens councils, for my district covers some of their land. Loans to councils by the Highways Department cannot solve their problems. A grader costs up to £10,000, but it has a limited life and use, and bulldozers do not last for ever. Councils cannot afford to spend a great deal on capital equipment, and sometimes they have little further use for some of their plant. I said recently that I had seen an employee of the Adelaide City Council using a hand pump to spread tar on a road. This week, when travelling along the Anzac Highway, I saw men holding buckets of tar and using a dab brush to

sprinkle it on the road. Surely we can expect better methods to be employed in this machine age. Instead of making money available to councils through the Highways Department the Government should purchase the necessary equipment and hire it through the department to the councils. We have seen what can be accomplished with modern heavy machinery in war time, but there is a limit to the purchasing power of councils.

I agree with Mr. Jennings that there is a great need for town planning. I have previously referred to shopping problems in Edwardstown, Ascot Park, Parkholme and other areas in my district. Some shops have been erected by private people, but better facilities should be provided. In older districts we can see examples of town planning that must be commended. Unley, Norwood and Hindmarsh have good shopping facilities, so it is not necessary for people there to go to the city to shop. Many people think that the smaller suburban shops do not carry a sufficient variety of stock, but that is not the main reason why people go to town to shop. We must learn a planning lesson from the old days.

Mr. McAlees—The good old days!

Mr. FRANK WALSH—There was some good and some bad in them, just as there is today. The Housing Trust has occasioned many people much work in looking after their gardens. Some five-roomed houses have a frontage of 100ft., but very little backyard; that is not good planning. Unless one was familiar with Colonel Light Gardens he could easily get lost, but in Adelaide the streets run north and south or east and west; that is the best lay-out. If an area is not laid out in this way the land is not used to the greatest advantage for housing. Again, small reserves and garden plots mean increased council rates. I am still doubtful whether the Government really desires the Bill to be carried. If it passes the second reading I shall require further information, particularly about clause 6. The construction of roads in new districts will be costly, and I believe that people building houses will pass on these costs to purchasers. The local council, under the Local Government Act, will be able to charge up to 8s., a foot for making a footpath, laying a kerb or possibly constructing a water table. If that is not a correct interpretation of that clause I would be happy to be corrected. I support the second reading.

Mr. DUNKS (Mitcham)—I support this Bill for many reasons. I think it is necessary

that there should be some alteration to the town planning scheme which, over a number of years, has not proved satisfactory. Members referred to the early surveys of Adelaide and I think that the city of Unley could be mentioned. Many parts of Unley, although surveyed on the square, have dangerous streets, and I refer particularly to the north-south streets with east-west streets intersecting. If one travels down Cambridge Terrace or Rugby Terrace he will find that by the time he has accelerated to over 15 miles an hour he must look both ways in case someone is coming from the frequent cross streets. Evidently in the days of slow-moving traffic it did not matter very much, but in these days it represents a problem. Although we are supposed to look for traffic on the right it seems to me that we must also look for traffic on the left.

Mr. Fletcher—The man on the left is forgotten.

Mr. DUNKS—I believe that is so. Houses could be erected on many of those side streets, as there is no need for them. Reference was made to Colonel Light Gardens, which I am certain was planned, as was Canberra, in the days of modern town planning. If any person tried to find the Colonel Light Gardens Institute on a dark night, or even in day time, he would experience considerable difficulty and would no doubt get on to the Goodwood Road and return to Angas Road a few times before he reached the institute. If he were familiar with the locality he could travel along East Parkway or West Parkway, but a person not familiar with the area could be confused if he travelled along any of the crescents. If he were driving down Salisbury Crescent, he should turn to the left, but if he followed the crescent he would end up almost where he started. If that is modern town planning, I do not want any more of it. I believe that this Bill intends to modernize town planning, but whether the system suggested in the Bill is the proper way remains to be brought out in the course of debate. If it is not what the House considers to be correct, members will have sufficient opportunity of amending the Bill. I am quite certain that no matter where the amendment comes from, if the Premier thinks it is in the interests of the community and town planning he will accept it.

Mr. Lawn—This is a Government Bill.

Mr. DUNKS—It is, but on numerous occasions the Opposition amendments to Government measures have been accepted. I have

never known a more tolerant leader of a House than the Hon. Thomas Playford, because he frequently accepts amendments, even to legislation based on reports of Royal Commissions or committees of inquiry. That is not usual in other Parliaments of Australia where the two parties are definitely opposed. I am sorry it has been suggested and supported that the Government is not sincere in introducing this Bill. That almost implies that this is a kite-flying Bill to placate the town planning authorities and particularly the town planning conference held in Adelaide recently. Some members are obviously suspicious that it is not intended that this Bill should come to fruition at any time. If someone said that he were not satisfied that there was much possibility of getting this Bill through this session because of its complications and the doubts expressed, then many of us would agree, but to suggest that it was introduced as window-dressing with no intention of passing it is doing a disservice. It has been introduced to provide further control over the subdivision of land into building allotments and to enable a town plan to be drawn up. One member said that he wanted to see the plan before he made up his mind whether or not to support the legislation. There might be some merit in that, but we should examine what exactly is proposed. The committee, once appointed, will have certain powers to submit a plan which Parliament will then examine. The joint effect of the proposal is that a committee, constituted by legislation, will undertake the important task of preparing a developmental plan for the metropolitan area. Is the time not long overdue when we should have such a plan and can any member say that we do not need it? If we decide that a plan is necessary I think our only criticism can come when the plan is submitted to us.

Mr. Travers—It will be too late then, because we have no power to amend it.

Mr. DUNKS—I take it we will have some power to do something with it.

Mr. Travers—I suggest we should have some power, but you are suggesting that we would get a plan we have no power to amend.

Mr. DUNKS—I am not. I am suggesting that we appoint a committee to prepare a plan which will come before Parliament. I take it that if we cannot amend the plan we can reject it.

Mr. Jennings—Then we would be no better off than we are now.

Mr. DUNKS—That remains to be seen. To suggest that is speaking without knowing what will happen and is a defeatist attitude from the start. Adequate provision is made for the control of subdivisions so that the public interest may be conserved. In explaining this measure, the Premier said:—

The committee is given the duty of considering plans of subdivision and, with the knowledge which must come to it in the process of preparing the developmental plan, it must follow that the committee will be eminently suited for this task. It seems to me, after reading the Bill and the Premier's speech, that local councils will lose some of their powers. Although I do not suggest that this Bill should have been submitted to them before it was introduced here, it might have been a good idea to try and obtain their views. I have received several letters from one council relating to land contours.

Mr. Travers—If we pass this Bill we will get some vociferous views from the councils.

Mr. DUNKS—I think we will get them before we pass it. We are surely not going to hurry this matter through in a week or two. This is a measure on which ample time should be allowed for every member to examine it and, if he feels disposed, to refer it to the councils in his district. In a letter I received from a council the following appears:—

All plans must show—(a) correct contours of the land; (b) all water courses, rivers, creeks; (c) landmarks, fences, buildings, etc., and the proposed roads should be defined on the land by 2ft. pegs being placed thereon at distances of, say, three chains apart.

I think the committee, in preparing its plan, would be quite willing to receive evidence and to take cognizance of what councils suggest. I ask leave to continue my remarks.

Leave granted; debate adjourned.

WHEAT PRICE STABILIZATION SCHEME BALLOT ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

THE METROPOLITAN TRANSPORT ADVISORY COUNCIL BILL.

Adjourned debate on second reading.

(Continued from August 19. Page 430.)

Mr. HUTCHENS (Hindmarsh)—I support the second reading. This is very desirable legislation in principle because it aims at securing the best and most economic method of transport and preventing unnecessary duplication

of services. The council to be appointed will consist of three members; it will have the powers of a Royal Commission and will report to the Minister. The great amount of work that will be necessary to fulfil the purposes of the Bill will tax a council of this size above its capacity and there might be some justification for increasing the number. It is necessary to bring about co-ordination of transport and I doubt whether the Bill goes as far as it should. To achieve the objects of this Bill, the committee will have to be one of great courage and make revolutionary decisions because we all know that our transport systems in the main are being run at a considerable loss in an endeavour to provide a service. On a recent Saturday evening I was amazed to see a train of five carriages carrying no more than four passengers at a time when people were going to places of amusement. If we are to make the systems economical, the proposed council will have to provide for feeder services and discontinue some of the direct runs. If it is charged with the responsibility of co-ordinating the systems it must have control over all types of passenger services. It should also have the powers of an appellant body in respect of taxis, because if those who have been rejected by the licensing authority have no right of appeal the purposes for which the council is to be set up will be largely defeated. A grave necessity exists for the co-ordination of our transport to provide satisfactory services and economic methods. Because I believe that the Bill will do something in this direction I am prepared to support it with certain reservations.

Mr. TAPPING (Semaphore)—I support the Bill, which in the main coincides almost entirely with the attitude of the Australian Labor Party for many years. It is similar to legislation in existence in New South Wales relating to co-ordination of transport which has done a vast amount of good by finding the most economical methods. Although this Bill does not contain everything that we desire it goes part of the way in that it provides for co-ordination and economy. It provides that the council shall consist of a chairman and two members and that a decision can be made by any two. The responsibility thrust on the council is a great one, so there should be at least five members because at some time one might be away on business or because of sickness. Much overlapping exists in the State transport systems. At certain periods while buses are fully laden, trains of four or five carriages carry perhaps nine or ten passengers.

Most members will agree that many of the trains running on the Port line could be used to better advantage; it has been proved that expresses on that line are wanted by passengers. This is borne out by the fact that an express leaving Adelaide for Semaphore at 5.9 p.m. is always packed. If more expresses were used on this line and others the income of the railways would be greatly enhanced. The proposed council will deal with these matters. I do not reflect on the administration of the railways because I have always held that august body in good light; Mr. Anderson, the late Mr. Chapman and Mr. Fargher have all been brilliant men who have done their best. Although there will never be a perfect set-up this council will study the weaknesses in our transport system and bring about the desired result.

It is pleasing to know that the council will have some say in the policy of the Municipal Tramways Trust. From time to time members on both sides have criticized the trust because it has been very costly to the State and the council will try to rectify anomalies in the trust's administration. It has been suggested that express buses on the Port Road might increase patronage, but as trolley buses are used this is not practicable. If diesel buses were used expresses could be operated to take people from their employment to their homes as quickly as possible, and this should be done. Subclause (2) (c) of clause 14 provides that directions may be given to the trust for securing economy and efficiency in public transport services in the metropolitan area or any part thereof. The council will watch closely the policy of the trust, which I feel has been burdened with too much administration. It is obvious from the patronage extended to buses and trams that they should be paying handsomely, but because too much administration exists economy is disregarded. The council will play an important part making suggestions to rectify the present anomalies. Although I cannot speak on another measure during this debate I consider that this Bill does not go far enough—it should extend to every means of transport. I commend the Bill because I feel it is very sound and after this committee has been in operation for a short period it will prove its worth beyond doubt. It will bring about economies and better understanding between the transport units.

Mr. FRANK WALSH (Goodwood)—I support the second reading. Under clause 7 it appears that two members of the council, or even three, could be retired civil servants; but if they have a knowledge of the requirements

of metropolitan transport services they might prove very helpful. The South Australian Railways Commissioner works under his own Act and has tremendous powers. The last Commissioner had very firm ideas on the requirements of the metropolitan railway services, and I believe it was his desire to introduce the electrification of all suburban lines, extending it even as far as Gawler. The present Commissioner, however, seems to have other ideas and appears to favour diesel traction and I am curious to know whether this means diesel-electric or straightout diesel power. Many years ago Glenelg was served by two train services, one terminating at North Terrace and the other at South Terrace. These services were discontinued and the Municipal Tramways Trust and the General Manager, Sir William Goodman said that it was unnecessary to have two systems serving Glenelg. The result was that the land formerly held by the Railways Department was disposed of and much of it is now being utilized for the extension of secondary industries. A great many people had been induced to reside in areas contiguous to the North Terrace, Glenelg route and they suffered considerable hardship when this service was abolished, and private enterprise has had to try to fill the breach. Had we had a co-ordinating council at that time much of the confusion might have been avoided, but I am wondering whether, if we appoint such a council now we will be treading on the corns, firstly, of the Railways Commissioner who has his own ideas about diesel traction and, secondly, the new board of management of the Tramways Trust. If we did the latter I think it might be in the interests of the general community, especially when I consider the miles of tram tracks that are being pulled up and the ever-increasing amounts of money that Parliament is asked to provide for the trust. It is possible that the Government is beginning to realize what is taking place and is proposing to appoint this advisory council as a way out of the difficulty? Improved transport is required for the many new housing areas that have sprung up in my district. At one time we were informed that it was the policy of the trust to provide a trolleybus service along the South Road to Darlington. That was before the Housing Trust commenced its work in the Seacombe Heights area, but later, in reply to questions, I was informed that there was no possibility of that for some time. Instead the trust indicated that it would provide a licensed bus service to operate via Hilton

Bridge and the South Road in order to cater for the traffic to Mile End. However, the Minister indicated that the Hilton bridge was not strong enough to carry vehicles of those dimensions and a new bridge at Hilton could not be built until the unification of the services was undertaken. This created a vicious circle; the tramways could not undertake the job because the bridge was unsuitable, and the bridge could not be built pending the decision on unification. This prompts me to ask whether an advisory council would have an overriding influence in matters of this kind, for after all it is the interests of the community that should concern us. The Government has authorized huge capital expenditure for the development of the Leigh Creek coalfield mainly with an eye to the construction of electricity powerhouses. If it believes that electricity is to be our principal power why adopt diesel traction which will necessitate importing buses, rubber tyres and diesel fuel thereby using up great sums of money necessary for the development of the State in other directions? Is it any wonder that the Government, in its anxiety, is considering this question? We cannot abolish the Railways Commissioners Act, nor can we abolish the Municipal Tramways Trust. Is it possible that the Government is offering to Parliament this suggestion of an advisory council in the hope that it will be able to override these other bodies? If there is any possibility of this we may yet be able to save some of the taxpayers' money. There is a real need to review the means of transport in the metropolitan area with a view to devising the most economic system and I believe that the appointment of the proposed council would be in the interests of all concerned. I support the second reading.

Mr. HAWKER (Burra).—I support the principles of this Bill. I think that possibly metropolitan transport has come under the public eye more than anything else in recent years. For some time suburban railways have been a considerable contributing factor in the annual losses of the Railways Department, and now the Tramways Trust has to be given large sums from the exchequer to keep it going. It appears that we must make up our minds to the fact that in future the metropolitan transport services must be supplied to some extent at the expense of the State. We must have the most efficient and economic form of transport, one which is a compromise and satisfactory to all concerned. If properly constituted, I think

the proposed council could be helpful to Parliament. Under clause 14 the Governor may, on the recommendation of the council, give binding directions to either the South Australian Railways Commissioner or the Municipal Tramways Trust which they will have to carry out. In this respect we may run into a difficulty, because the trust is working on a fairly long-term plan, and the council could advise the Governor to make orders which would completely upset that plan. As far as I can see, the Bill gives the right to the Governor to issue directions to the Railways Commissioner as to his policy. While there should be co-operation between these two bodies, the danger I see is that we may be inclined to create a monopoly of transport for a particular area. I still think that competition is good, even if it is competition between a Government and a semi-governmental body. We must still keep in mind that competition between two sets of transport could be eliminated to such an extent that a monopoly would be created to the detriment of the travelling public. The proposed council would be the best body to examine such a position. For the reasons given I support the Bill.

Mr. SHANNON (Onkaparinga)—I consider the step proposed by the Government to appoint a council a timely one. Such a move is overdue. I have a clear recollection of the project to provide an additional rail service to Glenelg. While the Public Works Committee was investigating this proposal it became public knowledge that at the same time the tramways were envisaging operating in the same territory in which the railways were to operate by providing an additional bus service to Henley and Grange. The fact that such a proposal could be put forward when the tramways were cognizant of what the railways had in mind is one reason why I believe some co-ordination of public transport is long overdue. Such duplication would have resulted in both the railways and the tramways being run at a loss. I hope that if a council is set up it will investigate the question of the electrification of the suburban railway services. If I have one regret as a member of the Public Works Committee, it is that I voted in favour of this electrification. If the same subject were placed before me today I would oppose it.

The Hon. A. W. Christian—The main factor in that decision was the amount of money made available by the Commonwealth.

Mr. SHANNON—I agree. Despite that tempting bait of easy money I still believe that over a period of years it would have been a mistake to rush into electrification. I issue a warning to the Government that this project should again be investigated from the point view of the economic impact likely to occur and the resultant service likely to be rendered to the public. I submit that our metropolitan transport problem is different from that in Melbourne and Sydney, where electrification has been introduced. I think the Public Works Committee was unduly swayed by what appears to be the very efficient services in both these cities. Changes which have taken place the last few years favour the adoption of diesel traction. I do not see why diesel electric railcars similar to those used by the Commonwealth railways could not be adopted to provide all the transport requirements to the distant suburban areas, such as on the hills line as far as Bridgewater, and to Brighton, Henley Beach and Gawler. We have already seen the advantages in the savings made as the result of introducing diesel electric locomotives on our State service for the hauling of goods and passengers. The time is ripe for a general review of our transport policy. I believe that the proposed council could undertake such an inquiry. Ample powers are proposed for it to secure all the evidence desired. When it reviews the position in the light of modern transport trends, we can expect to have something done for the metropolitan area which is better than we envisaged a few years ago. Mr. Hawker suggested that there should be competition in service and I agree, but I do not see the need for cut-throat competition between a Government and a semi-Government instrumentality. There could be sufficient inducement to keep them up to the mark by allowing private enterprise to operate on certain routes. At present private operators render an excellent service. I have in mind the service from the Big Tree at Glen Osmond across to Anzac Highway, which provides a very well run timetable. I am told that it is one of the best routes we have for keeping to the timetable.

Mr. Hutchens—Is it a feeder service?

Mr. SHANNON—No. It runs across a number of suburbs. It is an example of the type of competition that would be good for the morale of a public transport system. I would foster such types of privately-run transport to supplement the services provided by the railways and the Tramways Trust. It would not be wise for all bus routes to be

taken over by the trust. We know that the old trust was ready to farm out private bus routes because of their being unprofitable, but private enterprise made a profit with them.

Mr. HUTCHENS—They were subsidized.

Mr. SHANNON—Some of them were, but in some cases volunteers were given the right to run services and they made a profit without any

subsidy. Further remarks I have on this matter I shall leave for a later occasion.

Mr. JOHN CLARK secured the adjournment of the debate.

ADJOURNMENT.

At 5.5 p.m. the House adjourned until Tuesday, August 31, at 2 p.m.