

**HOUSE OF ASSEMBLY.**

Thursday, May 19, 1955.

The House met at noon pursuant to Proclamation, the Speaker (Hon. Sir Robert Nicholls) presiding.

The Clerk read the Proclamation by His Excellency the Lieutenant-Governor (Sir Mellis Napier) summoning Parliament.

After prayers read by the Speaker, the House, in compliance with summons, proceeded at 12.5 p.m. to the Legislative Council Chamber to hear the Lieutenant-Governor's Speech. Honourable members returned to the Assembly Chamber at 12.35 p.m. and the Speaker resumed the Chair.

**NEW MEMBER FOR MITCHAM.**

Mr. Robin Rhodes Millhouse, to whom the Oath of Allegiance was administered by the Speaker, took his seat in the House as member for the district of Mitcham in place of Mr. H. S. Dunks, deceased.

**DEATH OF MEMBERS.**

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

That the House of Assembly expresses its deep regret at the death of Mr. H. S. Dunks, former Chairman of Committees and member for Mitcham, and places on record its appreciation of his public service; and that, as a mark of respect to the memory of the deceased member, the sitting of the House be suspended until 2.15 p.m.

There is no need for me to extol the virtues of the late honourable member who entered this House in 1933 and speedily won recognition. We did not always agree with his views but always admired the fearlessness with which he expressed them, and his great ability and integrity. He won respect from both sides of the House and enjoyed the confidence of his constituents until the time of his death. He played a conspicuous part in the political life of this State. As Chairman of Committees he served continuously from 1938 to 1954, upholding the rights of minorities and conducting the affairs of the Committees in a manner which reflected great credit on our Parliament, which, incidentally, I think could be well taken as an example by Parliaments in other places.

I do not wish to digress from the subject matter for which leave was granted to me, but I want to mention another great loss that has been sustained by Parliament, Cabinet and the people of the State in the death of an erstwhile colleague in this House. I refer to the Hon. R. J. Rudall. Every member knew of his very great knowledge of constitutional law; I believe

he was one of the finest constitutional lawyers in the State; but over and above that everybody loved him for his great personal characteristics. When he left this House to become a member of another place he did so with the regret, I am sure, of members on both sides, because they had for him the greatest respect and affection.

Mr. O'HALLORAN—(Leader of the Opposition)—I second the motion with deep regret for the circumstances that gave rise to it. The late member for Mitcham served his constituency and the State in this House for about 22 years; for nearly 17 of them as Chairman of Committees. He displayed undoubted ability and tolerance, which won for him the respect of all members. As has been mentioned by the Premier, he showed that he was erudite, well-informed and an opponent worthy of the steel of any member who cared to cross swords with him in debate. I deeply regret his passing and I feel that in saying so I speak for every member of the Opposition.

Regarding the late Hon. R. J. Rudall, who went from this Chamber to another place some years ago, I support and echo the sentiments expressed by the Premier. He was a kindly gentleman, possessed of great ability and forensic powers that were not often equalled, and I would say never excelled during his term as a member of this House. We on this side deeply regret his passing.

Mr. STOTT (Ridley)—As one of independent thought in this Chamber I wish to be associated with the motion. I sincerely regret the passing of the late member for Mitcham. As the Premier and the Leader of the Opposition said, for 17 years he was Chairman of Committees and we will always remember him for his firm and impartial rulings. He served his district exceedingly well. We were looking forward to further association with the honourable member this session and it came as a great shock to learn that he had passed away whilst on Parliamentary duties in another State. I agree with both the Premier and the Leader of the Opposition that he made fearless contributions to debates. He was a great reader and had the ability to express his thoughts and stand by his convictions without fear of opposition or criticism. His contributions to the debates in this place were always welcome. I sincerely regret the passing of our friend and colleague and express to his relatives my sympathy in their sad bereavement.

I, too, have many cherished memories of my association in this Chamber with the late Honourable Reginald Rudall. I remember

vividly his splendid contribution on one occasion to a debate on constitutional law. Although some of us did not agree with all his views we respected them because of his great knowledge of the subject. He will be missed by his colleagues in Cabinet as well as by all others who were associated with him in Parliamentary life and who, through their contacts with him as an administrator, learned to admire his great ability in that capacity. His skill in debate and his oft-quoted witticisms will be long remembered.

Honourable members carried the motion by standing in silence in their places.

[Sitting suspended from 12.52 to 2.15 p.m.]

#### NEXT DAY OF SITTING.

The Hon. T. PLAYFORD (Premier and Treasurer) moved—

That the House at its rising adjourn until Tuesday, May 24, at 2 p.m.

Motion carried.

#### CHAIRMAN OF COMMITTEES.

The Hon. T. PLAYFORD moved—

That Mr. Teusner be Chairman of Committees of the Whole House during the remainder of the present Parliament.

Mr. O'HALLORAN (Leader of the Opposition)—I move—

To delete "Teusner" and insert "Lawn" in lieu thereof.

In moving the amendment I cast no reflection on the Premier's nominee, but I am sure Mr. Lawn would fill the position as worthily as Mr. Teusner.

The House divided on the amendment—

Ayes (14).—Messrs. John Clark, Corcoran, Davis, Dunstan, Hutchens, Jennings, Lawn, McAlees, O'Halloran (teller), Quirke, Riches, Stephens, Frank Walsh, and Fred Walsh.

Noes (20).—Messrs. Brookman, Christian, Geoffrey Clarke, Dunnage, Fletcher, Goldney, Heaslip, Hincks, Sir George Jenkins, Messrs. Jenkins, McIntosh, Millhouse, Pattinson, Pearson, Playford (teller), Shannon, Stott, Teusner, Travers, and White.

Pairs.—Ayes—Messrs. Macgillivray and Tapping. Noes—Messrs. Hincks and Michael.

Majority of 6 for the Noes.

Amendment thus negatived.

Motion carried.

The SPEAKER—I declare the member for Angas, Mr. Teusner, elected as Chairman of Committees. I think he will find it convenient to occupy a seat near the right of the Chair.

#### LIEUTENANT-GOVERNOR'S SPEECH.

The SPEAKER—I have to report that, in compliance with summons from His Excellency the Lieutenant-Governor, the House attended in the Legislative Council Chamber, where His Excellency was pleased to make a speech to both Houses of Parliament, of which I obtained a copy, which I now lay upon the table.

Ordered to be printed.

#### NORTHERN TERRITORY LEGISLATIVE COUNCIL CHAMBER.

The SPEAKER—I have to report that on the occasion of the opening of the Northern Territory new Legislative Council Chamber I despatched a telegram of congratulations to the President of the Northern Territory Legislative Council, Darwin, and I received the following reply:—

I have to acknowledge receipt of your telegram of congratulations upon the occasion of the first meeting of the Legislative Council for the Northern Territory in its new Chamber.

It was most gracious of you to think of us on this day—one made memorable by the presence of their Excellencies, Sir William and Lady Slim, and the inaugural speech by His Excellency.

The Council was also honoured by the presence of The Honourable Paul Hasluck, Minister of State for Territories, and a delegation from the Commonwealth Parliament, headed by Mr. President of the Senate and Mr. Speaker of the House of Representatives.

Your message was very welcome and its receipt has been recorded in the minutes of that sitting.

Will you kindly accept yourself and convey to all your members the thanks and hearty good wishes of the members of the Legislative Council for the Northern Territory.

Yours sincerely,

F. J. S. Wise,  
President of the Legislative Council.

#### QUESTIONS.

##### STEEL WORKS FOR SOUTH AUSTRALIA.

Mr. O'HALLORAN—I refer to a paragraph in His Excellency the Lieutenant-Governor's Speech regarding exploratory work that is being undertaken on Eyre Peninsula particularly, and I understand in some other parts of the State too, with a view to proving whether further supplies of high-grade ore exist and whether such supplies might be sufficient to enable a steel works to be established without assistance from the Broken Hill Proprietary Company Limited. Can the Premier say when these investigations are likely to be completed so that we may know approximately when the Government will appoint the committee mentioned in the Lieutenant-Governor's Speech, and when we may expect some results from the appointment of such a committee?

The Hon. T. PLAYFORD—The investigation has been going on for about two years. At the outset it was unsuccessful, except that large quantities of lower grade material were found which will undoubtedly be used in the future to meet Australia's iron ore requirements. In the first 18 months several thousands of millions of tons of low grade material were found, but they would not compare in value with the deposits now being worked; nevertheless, the material is of a quality that would probably be worked if it were situated in one of the industrial areas of the United States. More recently the investigation turned to an area north of the Iron Knob deposits, and this has proved very successful in that I think of the first 14 bore holes put down some eight or nine discovered what appeared to be high grade material. Subsequent boring has led to a re-assessment of that area, but I point out that it is difficult to say, until the investigation is completed, how much high grade material is there. In some places the lode encountered has been over 200ft. thick, and if there were a continuity of that ore over the area in which boring has taken place there is no doubt that it would be a very valuable lode indeed, but until further evidence has been obtained it is difficult to say what the tonnage would be. The Government is doing its utmost to speed up the investigation, and as soon as some evidence was obtained that lode material of value existed in the area boring plants were concentrated there, and I think eight or ten plants of various kinds are now on the field. It will be pushed on as quickly as possible but I hesitate to suggest a date of completion. Many millions of tons of materials would be required for a successful undertaking and it will take some time to complete the investigations.

Mr. RICHES—The news of a breakdown in negotiations with the Broken Hill Pty. Co. Ltd. relating to the establishment of a steel works came as a great disappointment to most South Australians, particularly to those in the area I represent. It is felt that with the change in personnel in the directorate of the company less interest is being manifested in South Australia than there was hitherto. However, I am pleased at the reference in the Lieutenant-Governor's speech indicating that the Government is not prepared to acquiesce in the present unsatisfactory position. In answer to questions last year the Premier said that some proposals had been placed before the company on behalf of South Australia and that they had not been

rejected, but were being investigated. When he was asked subsequently whether he could take the House into his confidence sufficiently to tell us of the nature of the proposals he asked, and I agreed, that we should not press the matter further at that stage. In the last week of the last session the Premier said that negotiations for the establishment of some industry at Whyalla were proceeding satisfactorily and that he was confident an industry would be established, but that the Broken Hill Proprietary Co. Ltd. reserved the right to determine the kind of industry to be commenced. Can the Premier now outline the nature of the proposals submitted to the company and the type of industry he had in mind, what progress has been made, or has he given up all hope of the company expanding its activities at Whyalla?

The Hon. T. PLAYFORD—The honourable member accurately set out the remarks I previously made, and I can now give him some more details. The Government's proposal was that the company should establish a steel works at Whyalla, particularly for the production of structural steel which is in short supply in Australia and for which, I believe, no plans at present exist to increase the volume of supply to meet requirements. So far as we know, structural steel is not at present included in any of the company's programmes for expansion. We knew that such a proposal had been drawn up during the war and had been the subject of some discussion between the company and the Federal Government and that fairly substantial progress had been made with the development of a programme, but we do not know the details of that. We had the firm conviction that the production of structural steel represented an opportunity for the company to give effect to the general promise made to the State Parliament that South Australia would get a fair share of the development that would take place following the Indenture Act. That was the proposal submitted to the company in the first place at talks that took place in Adelaide but which were not reported by the press. It was amplified by me at a meeting of the company's directors in Victoria when the directors stated that they could not make a decision because of the absence abroad of the chairman of directors, Mr. Symes. However, they agreed to the statement I released containing the words the honourable member has on a number of occasions laid stress on, that the company did not reject the proposal. Whether I gave undue significance to that in answering members' questions subsequently is a

matter of opinion, but I took it quite definitely that, when the company was prepared to say it did not reject the proposal, it was in the mood to favourably consider it if it proved, on examination, to be satisfactory. However, at a subsequent interview in Adelaide, attended by the chairman of directors, who had returned from abroad, and by Mr. Jones, the managing director, the Government was handed a document which was published in full in *The Advertiser*. If members have not seen that report I shall be happy to provide them with a copy. Its substance was that the company was not prepared to consider any proposals for expansion at Whyalla until at least 1960, and the company made it quite clear that it would not necessarily be involved in any programme in 1960 but would be prepared to examine the possibilities then. That, of course, is a retraction even from the position that had been previously held.

#### SITTINGS OF THE HOUSE.

Mr. GEOFFREY CLARKE—Can the Premier say whether the House will sit in the evening next week?

The Hon. T. PLAYFORD—On Tuesday next the Government will introduce Supplementary Estimates and at a later stage a Supply Bill. It is the Government's desire that the House shall sit in the evenings until the adjournment towards the end of June. I realize that members have had no notice of this desire, and therefore they will not be asked to sit next Tuesday and Wednesday evenings, but from then on the House will sit on Tuesday and Wednesday evenings until 10 or 10.30

#### GOVERNMENT HOUSE RENOVATIONS.

Mr. FRANK WALSH—I understand the normal practice is to undertake renovations at Government House when His Excellency the Governor is absent. Can the Minister of Works indicate whether that will be done on the present occasion while His Excellency is overseas and, if so, will he examine the specifications to see whether they provide for any mutilation of the existing cornices and for the painting of any cedar?

The Hon. M. McINTOSH—Considerable damage occurred at Government House as a result of the unfortunate earthquake, which almost coincided with the visit of Her Majesty to South Australia. Repair work had to be deferred until the residence was unoccupied. However, plans have been made to put the place in order. In general, plans have been agreed upon between the officers of Government House

and the Architect-in-Chief's Department, but I am not in a position to say whether or not cedar doors will be painted. I do not think that is the real issue. The total cost of re-establishing the present building would be about £25,000. I will ascertain whether cedar is to be painted to fit in with the general scheme. Personally, I think cedar is a wonderful wood and should not be painted.

#### MOUNT BARKER ROAD TRAFFIC.

Mr. SHANNON—I have received a number of complaints from weekend users of the Mount Barker Road concerning the inconvenience of congestion caused by heavy transports at certain points of the road. Generally speaking, the residents in the hills areas are pleased with the work the Highways Department has done to improve this important thoroughfare. The widening has been most effective but unfortunately there are still bottlenecks and they will remain for some time. At weekends I have personally counted between 20 and 50 vehicles in a stream behind heavy transports and they have to wait until they reach a point where it is safe to pass. Will the Minister of Works representing the Minister of Roads consider prohibiting heavy interstate transports from plying for trade on the Sabbath?

The Hon. M. McINTOSH—As the matter involves a question of policy I am not prepared to give an answer offhand but will take it up with the Minister of Roads and Cabinet. It may involve an alteration of regulations and perhaps of legislation. Generally speaking there is much to commend the suggestion.

#### KADINA MEAT WORKS.

Mr. McALEES—My question, which is of vital importance to my district, relates to the establishment of a meatworks at Kadina, promised over two years ago. From rumours circulating in the district and from letters I have seen it is apparent that the company concerned has withdrawn its interests from the district and blames the Premier and the Government for not carrying out promises made. The company went to the expense of purchasing land, bricks and materials, but as it did not receive the Government's support promised two and a half years ago, it has decided to get out of the district. Can the Premier indicate the promises he made that have not been honoured and why they were not honoured? This might clear the atmosphere a little in my district and surrounding districts.

The Hon. T. PLAYFORD—Quite recently I received a letter from the company concerned

stating that as the Government had not honoured its obligation to introduce legislation to enable meat to be brought into the metropolitan area from Kadina, it did not intend to continue the programme outlined to us. I was naturally concerned about this charge and immediately asked the Minister of Agriculture to communicate with Sir George Jenkins, who had been Minister of Agriculture at the time and in charge of the conferences that took place with the company, and ascertain whether there was, in his opinion, any grounds for the charge. His statement agreed with my belief that there had been no grounds for the assertion that the negotiations had broken down, and that the Government had refused to honour its obligation in the matter. However, to make assurance doubly sure, and as I believed a letter had been sent to the Government by the company altering the position, I examined the documents on the file so as to be able to give members first-hand information. I rather suspected that my friend from the district might be somewhat irate and would ask me a question on this matter, because he is anxious to have an industry established there. I have brought down a copy of the last letter the Government received from the company prior to the letter indicating its withdrawal altogether. If necessary, the honourable member can have the letter printed in the local press so as to set out precisely the position in connection with this important matter. The letter was signed by O. H. Heinrich, acting chairman, and was dated September 23, 1953:—

This is to apprise you of a decided changed attitude of the board of directors of the Kadina Meat Works Limited to the construction of its abattoirs and export meat works at Kadina. The reasons for the change are as follows:—

1. Commonwealth Department of Commerce regulations.
2. Insecurity owing to Commonwealth powers.
3. Reports of surplus stored meat in other countries.
4. Increased availability of livestock in foreign countries.
5. More severe grading of mutton.
6. Estimated cost of original plans high.

We, therefore, now propose to proceed with plans for works to handle approximately 30-40,000 lambs in the export season instead of approximately 100,000 or more. New plans will provide for facilities to expand, if and when deemed prudent. As this will considerably reduce the number of rejects, etc., it would minimise our objection to the "right of entry" clause and it may be advisable to consider whether a new Bill is required at all. My board

feel now that if we provide facilities to supply local trade in the area and extend to surrounding areas, such as Yorke Peninsula and lower northern towns, plus the 30,000 or 40,000 export lambs, we would be on safe ground and probably render the service required with little or no risk. Our Consulting Engineer, Mr. Robertson, has been concerned at the magnitude of the original proposal, as were most of us here. We are submitting these new proposals to Mr. Sellars, and will be influenced considerably by his reaction, but, meanwhile, we are proceeding with the new plans, as time is becoming the essence of the scheme.

I believe the altered programme arises out of the six factors mentioned and not, as suggested at this late stage by Mr. Sellars, out of an alleged refusal by Parliament to consider the matter. In fact, doubt was expressed whether legislation would be required.

#### TRURO WATER SUPPLY.

Mr. TEUSNER—I understand that as a result of the link-up earlier this year of the Warren Reservoir with the Adelaide-Mannum pipeline water supplies for the Barossa district and other areas served by the reservoir are assured. In my electorate there is the town of Truro, which has over 100 years of history behind it and which has been without a water supply for years. Will the Minister of Works explore the possibility of connecting this town and district with water supplies from either the Warren Reservoir or from the Morgan-Whyalla pipeline?

The Hon. M. McINTOSH—To the best of my belief, I know of no proposition that has come from the district. It is not usually considered the duty of the Government to go around telling people that they should have a water supply. The people who want a supply should put up a proposal.

Mr. Teusner—There has been a petition.

The Hon. M. McINTOSH—It will be looked into, but the matter has not previously come under my notice. As it has now been raised I will go into it and bring down a reply.

#### HOMES FOR AGED PEOPLE.

Mr. TAPPING—In 1954 the Commonwealth Parliament passed legislation providing for a pound for pound subsidy to be paid in connection with homes for aged and infirm people. As the Central Methodist Mission plans to construct another building at Wesley House, Semaphore, to cost about £30,000, can the Premier say whether any financial aid will be forthcoming from the State Government in addition to the subsidy from the Commonwealth Government?

The Hon. T. PLAYFORD—The Federal scheme was largely a copy of the proposal which had been approved by this Parliament in a previous year, under which about £230,000 was made available to various religious bodies to assist them to build homes for aged people. I do not speak of houses, but places where care and attention, as well as accommodation, can be provided. One provision of the Federal scheme is that there will be no subsidising of money received from any State or semi-Government source. The State Government is still prepared to consider assisting in the provision of homes for aged persons. There is no difficulty in considering this matter, but on the face of it it seems that a home would be unable to get additional money because anything received from the State Government would automatically not be subsidised by the Commonwealth. Under our scheme we subsidise up to 50 per cent. A home drawing from one authority would not be able to draw from another. Our scheme resulted from money voted by Parliament and it enabled a fair amount of flexibility in administration. The expenditure was largely under the control of the Auditor-General, without strict rules being applied. The Commonwealth Act is more rigid. For instance, it will provide only for people who are aged pensioners, or for the wife or husband of an aged pensioner. Also, it will not provide assistance where the purchase of land is involved. There were a number of features of that description in the Commonwealth scheme. I can only answer the honourable member in general terms by saying that, if a home in his district or in any other honourable member's district feels that, because of the limitations in the Commonwealth Act, it is being denied the opportunity to extend services to aged people, and if the honourable member gives me the information, I will see that the matter is immediately investigated and, if it is a suitable case, State aid will be given it.

Mr. HUTCHENS—I deeply appreciate the Premier's reply to the earlier question by the member for Semaphore on the subsidizing of homes for the aged. Gratitude is being expressed by many people who have been fortunate in securing accommodation in such homes, but there still remains an unfortunate section who are unable to secure accommodation, namely, aged widows. Will the Premier negotiate with the trust to see whether it is possible to provide for this section accommodation similar to that provided for pensioner couples?

The Hon. T. PLAYFORD—I shall be pleased to have the matter examined and give the honourable member a report as soon as it is available.

#### RAILWAY FREIGHT REBATES ON HAY.

Mr. WILLIAM JENKINS—In the recent bush fires of January 2 (known as "Black Sunday") many farmers in my district lost all their paddock feed and stored fodder. In some cases offers of baled hay were made by farmers in districts unaffected by the fires, and as the need for immediate assistance was urgent hay was consigned direct by rail to the sufferers in order to save the lives of stock. At that stage neither the central committee nor any local committees had been set up and the rail freight on the hay was met by the farmers suffering most. Farmers who received help after the committees were set up, many of whom were not in such desperate straits as those to whom I have referred, had their freight bills paid. I agree with that action, but I point out that those who were assisted in the first few days cannot claim freight rebates. Will the Minister of Agriculture examine the claims of these applicants and deal with them on their merits?

The Hon. A. W. CHRISTIAN—The Government intended, even before the setting up of the central committee, to stand the cost of rail freight on fodder for the affected areas. I was not previously aware of any cases that were not dealt with sympathetically, but, if he furnishes the particulars, I will examine the cases the honourable member has in mind because I think they would qualify under the general direction the Government gave, namely, that the railways carry such fodder without charge.

#### SUNDAY SPORT.

Mr. STOTT—Can the Premier say whether the Crown Law authorities have furnished their opinion on the question of Sunday sport in the light of The Places of Public Entertainment Act? If so, are they of the opinion that it is illegal to charge for admission to the Adelaide Oval and the Zoological Gardens, which is a Government authority, and does that opinion also affect the Lawn Tennis Association of South Australia? Is it necessary, in the opinion of the Crown Law authorities, to amend the Act, and, if so, how soon does the Government intend to do so?

The Hon. T. PLAYFORD—There has been no alteration of the law on Sunday sport. The law has always provided that places where

charges are made may be required to register under the Places of Public Entertainment Act and that any admission to those places on Sunday, if there is a charge or collection made, can only be made after the programme has been submitted to and approved by the Minister. There has been no suggestion whatever of a change in the administration of the Act. The administration is precisely the same as it has been for many years; it has always been directed against commercialized sport on Sundays. By "commercialized sport" I mean sport being run for a profit where charges are being made. There is however, no objection where people want to play a game of tennis or to conduct private sporting activities; the law does not involve them in any way. With regard to commercialized sport, however, there is the necessity to register the premises, to obtain permission, and submit the programme for the approval of the Chief Secretary as the Minister in charge of that department.

Mr. TRAVERS—I understood the Premier to say that the situation has not altered for some years, but I ask him to reconsider this matter having regard to the fact that until last year the Places of Public Entertainment Act authorized the levying of a fee for registration only upon halls and not for sports grounds and the like. Although the definition of a place of public entertainment under the Act is extremely broad, nevertheless it appears that the only fee that could be charged under the Act of 1913-1934 was for a hall. The second schedule stipulates the holding capacity of the hall. For instance, it says "Where the capacity of the hall is for 1,000 persons or more" the fee is to be £20 a year. However, the amending Act passed last year contained a provision in section 8 striking out "hall wherever appearing therein and inserting in lieu thereof 'place of public entertainment'." This has broadened the operation of the Act very materially by widening the scope immensely for charging fees for registration. What I am putting has nothing to do with the question of Sunday sport, but it concerns the administration of the Act generally and makes it applicable to such things as football, cricket, and tennis grounds, and showgrounds and the like. Will the Premier look at this matter again and see whether the Act has not been unduly broadened by last year's amendment?

The Hon. T. PLAYFORD—The matter that the honourable member brings forward is purely a question of the payment of fees for the conducting of a place of public entertainment: it does not alter what constitutes a place

of public entertainment. Prior to last year there was some doubt about what fees could be collected on an oval, for instance, if the place was registered. I doubt very much whether fees could have been charged for such an oval, although there is no doubt that it would come under the broad definition of the Act, but I will have the matter of fees examined. The Government is not particularly concerned with the fees, though it is necessary to charge fees to pay for the administration of the Act. The Government is merely interested to see that places of public entertainment are properly conducted and that people who go to them are protected against undue fire risk, that proper sanitary installations are provided, and that the whole conduct of the place is in the best interests of the general public.

#### MAINTENANCE OF ROADS.

Mr. DUNNAGE—Has the Minister of Works representing the Minister of Roads, seen the recent criticism in the press regarding the running of Municipal Tramways Trust buses along Dequetteville Terrace and in the Findon area, where, I understand, the roads have been broken up. Had it not been for the controversy over one-man buses those buses would by now have replaced trams on the Kingswood route. I understand that we are to be assisted by the Government on that route, but the buses will also run on other roads in my district. As some main roads have been considerably broken up by Trust buses, can the Minister say what help councils will receive from the Government when the buses operate in the area I mentioned?

The Hon. M. McINTOSH—I have no personal knowledge of the subject, but I will call for an immediate report from my colleague and bring it down as early as possible.

#### GOVERNOR-GENERAL'S VISIT TO NORTHERN DISTRICTS.

Mr. DAVIS—According to a report in this morning's *Advertiser* of a proposed visit by His Excellency the Governor-General (Sir William Slim) and Lady Slim to the northern districts of South Australia, they will spend a few days in Adelaide and then to fly to Whyalla whence they will visit Pt. Augusta and later Pt. Pirie. The reason given for their staying the nights at Whyalla is that it is more central than the other towns mentioned. Can the Premier say who drew up the itinerary for the visit?

The Hon. T. PLAYFORD—My only knowledge of this matter is that His Excellency some little time ago expressed the intention—

which gave us great pleasure—to visit South Australia to see some of our activities, particularly those in our northern industrial towns. At that time arrangements were made for his accommodation in Whyalla and Adelaide. I presume that he would have had the itinerary drawn up by his A.D.C. or private secretary, perhaps after consulting the Under Secretary in this State. I assure the honourable member, however, that His Excellency is most desirous of seeing the activities of the northern towns, and I believe his visit will give much pleasure there.

#### SUPERPHOSPHATE DELIVERIES.

Mr. HEASLIP—Many farmers in northern areas are awaiting deliveries of superphosphate. Early in the year they were promised that, if they took part delivery, they would be reasonably assured of the delivery of the balance within a reasonable time, but I now find that many farmers have gone by road to Wallaroo and picked up their supplies there, whereas those who were trying to do the right thing by the railways and the superphosphate works have been left without their requirements. The break in the season has now taken place and these farmers cannot get on with their seeding. The Minister will realize the importance of sowing the seed when the time is opportune. Although I realize the Government has no actual control over superphosphate, will the Minister inquire to ascertain the position and possible action?

The Hon. A. W. CHRISTIAN—I shall be very glad to take up the matter to see where the trouble lies, but I rather suspect that it is a question of transportation. The Railways Department cannot very well be so provided with rolling stock as to be able to cater for a peak period in any one commodity. The department has always requested consumers of goods to spread their deliveries as far as possible, but unfortunately many will not do that and expect to get the whole of their consignments at the one time thereby causing a tremendous rush during the seeding season, particularly. I do not know that the problem on the mainland is one of supplies, for I believe that the manufacturers have ample stocks available provided deliveries can be spread over a fairly long period. However, I will go into the question for the honourable member.

#### PRICE OF SPLIT POSTS.

Mr. JOHN CLARK—I understand that, late in 1954 or early in 1955, following the disastrous bush fires, the price of split posts

was fixed at £28 a hundred. I have been reliably informed that at regular markets in my district auctioneers are apparently allowed to sell posts at 8s. each, which is £40 a hundred, and this has caused some concern in my district. It is very easy for timber cutters to obtain more than £28 a hundred, especially for first quality posts but, of course, that is not legally possible. Can the Premier explain the very wide difference in price which is apparently permitted?

The Hon. T. PLAYFORD—The price of posts was not controlled prior to the bush fires, but it was subsequently reported to the Government, and substantiated upon investigation, that the price for split posts, which had normally been £27 or £28 a hundred, had suddenly become very much more. The Government thereupon accepted the recommendation of the Prices Commissioner that the price of posts should be controlled at the amount in force immediately prior to the bush fires and which was, I think, £27 or £28 a hundred. I felt that it was not fair to take advantage of the people's misfortunes by pushing up the price merely because of the scarcity which had suddenly developed. As far as I know the price mentioned should be quite profitable for anyone engaged in the industry.

Mr. JOHN CLARK—Either I did not explain my question plainly or the Premier misunderstood me. The fixed price for posts is £28 a hundred, but I know that £40 is being charged. It would appear that this is being done with permission. Can the Premier explain the reason for the discrepancy?

The Hon. T. PLAYFORD—I can only assume that the law is being broken and the posts sold at a price in excess of that fixed. However, I will have an investigation made by the Prices Commissioner.

#### ACCOMMODATION FOR COUNTRY HIGH SCHOOL STUDENTS.

Mr. GOLDNEY—Has the Government considered the question of providing residential facilities for country high school students attending Urrbrae Agricultural College?

The Hon. B. PATTINSON—The Government has considered the matter, but I prefer to leave the announcement to the Treasurer when he is introducing the Loan Estimates.

#### NAILSWORTH BOYS TECHNICAL SCHOOL.

Mr. JENNINGS—I have previously taken up by correspondence with the Minister of Education the question of a temporary roadway into



the Nailsworth Boys Technical School, and have received a reply, from which I wish to quote an extract as follows:—

Contract for the workshop blocks calls for the cutting and filling of the school site and the screening over of the area, but the provision of a main bitumen roadway and gravel paths is included in the contract for the classroom building. As the grading in the first contract has not been carried out as the laying of drains has not yet commenced, I have arranged with the contractor to provide a temporary roadway to give access to the existing buildings and this will be done as soon as the contractor can make the necessary arrangements with his sub-contractor.

Although that letter was dated March 14, 1955, no effort has been made to form a temporary roadway and the recent rains have converted the existing bush track into a quagmire. On Tuesday night a parents' meeting was held at the school and the grounds were strewn with bogged cars. I realize that the position would not have been so bad but for the rain, but as we are likely to get a lot more rain in the next few months will the Minister be good enough to arrange for some immediate help in this matter? It is understood that only a temporary road is needed at the moment, but the people should not be expected to put up with these conditions until the permanent road is built some time in the future.

The Hon. B. PATTINSON—I am not aware of the immediate circumstances, but I will be pleased to take up the matter with the Architect-in-Chief and let the honourable member know as soon as possible.

#### RIVER MURRAY RESEARCH STATION.

Mr. WHITE—Quite recently I have attended several field days conducted for dairymen who are operating on the reclaimed swamp areas contiguous to the River Murray on both sides of the river between Mannum and Wellington. All these areas are regarded as some of the most fertile land in the world, but from discussions on these field days it was easy to conclude that there are many problems in agriculture that are peculiar to these localities, and some of the dairymen who were there asked me why the Government had not provided an experimental station for the purpose of dealing with them. Can the Minister of Agriculture inform me whether the Government has ever contemplated the establishment of such an experimental station and, if not, will it do so?

The Hon. A. W. CHRISTIAN—Within my knowledge no consideration has been given to the establishment of a research centre in that area. I do not know the necessity for it, but I shall certainly have the matter looked into

to ascertain if it is essential. We have a number of dairy advisers who are well acquainted with the problems incidental to the district and with the animal husbandry involved, or, more specifically, questions relating to the type of cows kept in the area which has a bearing on the production and quality of the product. All these problems are well known to the department's officers who are always available to the settlers for any advice they may desire. However, I will look into the specific matter which the honourable member has raised.

#### REINFORCING RODS SUPPLIES.

Mr. HUTCHENS—From reports I have received from builders it seems that Australian steel reinforcing rods have been unprocurable for some time, and that there is a grave shortage of English rods of the same dimensions as unprocurable Australian rods. This is retarding building in South Australia. One metropolitan builder who works mainly in the country told me he was unable to carry out his building programme because of this shortage. Can the Premier say whether the Government will endeavour to procure a plentiful supply of reinforcing rods so that the building programme will not be retarded?

The Hon. T. PLAYFORD—The honourable member is correct in saying that there is a desperate shortage of reinforcing rods both  $\frac{3}{4}$  in. and  $\frac{1}{2}$  in. sizes, and I believe also larger dimensions, but the Government is involved in this problem the same as are private builders. Contracts have been let overseas for many hundreds of tons of rods to be supplied at a higher price than for Australian rods. I do not know of any action that could be taken by the Government that has not already been taken. The Government has relieved the local market considerably by buying extensively overseas, but there is still a desperate shortage and scarcely a day goes by without my receiving a request for assistance in this matter. I have always assisted whenever possible, but the only real answer to the problem is either greater production in Australia or greater importation from abroad.

#### RAIL CARS ON SOUTH-EAST LINE.

Mr. FLETCHER—Will the Minister representing the Minister of Railways ascertain when the new rail cars will be run on the South-East line in place of the daily mixed train?

The Hon. M. McINTOSH—I will get the information for the honourable member and let him have it as early as possible.

## DEMOLITION OF HOUSES.

Mr. LAWN—Together with many residents of my district and members of the Opposition, I am perturbed at the wholesale demolition of dwellings that has taken place of latter years and which is increasing. Many homes, accommodating up to 20 people, have been demolished in my district in the last couple of years and I know of almost 100 people who have notices to vacate dwellings that will be demolished to make way for business premises. Will the Premier refer this matter to Cabinet for consideration with the object of introducing legislation to prohibit the demolition of homes during the present shortage except under permit issued by the responsible Minister?

The Hon. T. PLAYFORD—This matter will, of necessity, come before the House when the Landlord and Tenant Act is considered this session. The problem is not easy. Many of the premises being demolished are sub-standard and occupying valuable land. Under those circumstances members will appreciate the difficulty. The matter will be investigated and I will ascertain whether appropriate action can properly be taken. I point out to members that any rigid rule can have grave effects upon development, not only in Adelaide but throughout the State. For thousands of years the practice has been to pull down old buildings to make way for better structures. That is an advance we should not try to stop artificially. The proper approach is to take positive action to see that accommodation is available for the people who are displaced.

Mr. LAWN—The Premier said he felt that this matter could best be dealt with in a positive manner by providing accommodation for those in need of it. The only authority in this State that I know which has made any attempt for some years to meet accommodation needs is the Housing Trust, but as it has failed lamentably to provide this accommodation can the Premier clarify his statement?

The Hon. T. PLAYFORD—I do not agree with the honourable member's contention that the trust has failed lamentably. On behalf of the Government I take strong objection to the remark because I believe it has done remarkably humane work, and probably 100,000 people in South Australia also believe that to be the position. The Trust has set out to provide accommodation, and gives preference to those in most urgent need. The honourable member, in depreciating the work of the trust, is in point of fact throwing cold water on the very authority he should be supporting.

## RIVOLI BAY AS DEEP SEA PORT.

Mr. CORCORAN—Towards the end of last session I asked the Premier when an investigation into the possibilities of Rivoli Bay as a deep sea port would be commenced. He said he had gathered from the chairman of the Harbors Board that it would take place within a short time, but so far as I know nothing further has been done. Is it the Government's intention to proceed with that investigation and, if so, when will it commence?

The Hon. T. PLAYFORD—I did discuss this matter with the chairman of the Harbors Board and he did promise an investigation into the merits of the site. I have not had a report from him and I do not know what stage the investigation has reached. I will obtain a report and make it available. If the matter has not proceeded very far I give an assurance that an investigation will be made.

## WINE INDUSTRY.

Mr. QUIRKE—The wine industry is facing difficulties and it seems that they will be increased as new plantings come into bearing, with a consequent increase in the quantity of wine manufactured. Last session the Premier said that in his opinion some co-ordination was necessary along the lines of the South African organization in order to effect the standardization of our wines both for export and probably local consumption. I agreed with his remarks then, and I still agree with them. The wine industry is divided into two main types of manufacture—proprietary and co-operative. My interests in this matter concern the co-operatives, which in the main will be called upon to handle the production from the soldier settlement areas in the river districts. Without detailing the differences between the two types of organizations, and in view of his previous remarks, can the Premier say whether the Government will consider making money available, backed by shareholder support of grower members of the co-operatives, for a long-term scheme, which would be absolutely necessary because a short-term scheme would be useless, to permit the standardization of our wines, as is done in South Africa? This would enable the co-operatives to compete both on the world's market and on the Australian market, which they are not able to do today because of the divided entities and the terrific cost of advertising. Will the Premier endeavour to find the financial backing necessary, together with any assistance obtained from the growers themselves, to make effective the proposal he put forward last session?

The Hon. T. PLAYFORD—I have no doubt that any success in the development of the wine export market will be achieved only if we follow to some extent the successful efforts made in some other countries in the overseas marketing of their wines. It is significant that whilst South Australia's wine exports to the United Kingdom have fallen to about one fifth of the pre-war figure, South African exports to the United Kingdom have increased by about 300%. That country provides a good quality article, which is sold under that country's brand. Sufficient of it is sold on the market to make an impression. There is proper advertising and the sales are properly policed. Unless we are prepared to do this, individual efforts by private companies will be only moderately successful. I regret that not much of our wine sold abroad is under our own brand. It is often blended with other wines before reaching the public. In order to make an impact on the European market we must have a national policy of advertising and properly controlled marketing. Regarding sales of wine in this country, if the honourable member will give me more details of his proposal I will see if it is possible to assist in any way.

#### HOUSING TRUST HOMES.

Mr. DUNSTAN—Will the Premier obtain from the South Australian Housing Trust and give to the House figures showing the number of outstanding applications (a) for emergency homes, (b) for timber-framed homes, and (c) for brick homes on a rental basis?

The Hon. T. PLAYFORD—I shall be happy to obtain the figures. On a number of occasions I have taken up this matter with the trust. It was discussed in Perth at a recent conference of State Housing Ministers. One difficulty facing the building authorities is the estimating ahead of the demand so that steps can be taken to meet it. We do not know how many of the applications remain alive. A person may have an eviction order issued against him and apply to the trust for homes in three categories. He may also make an application to the State Bank or to the War Service Homes Commission. Before he can be given a home from any of these sources he may have secured accommodation elsewhere. This creates a problem in knowing how many of the applications remain alive. At present many thousands of homes are still wanted in this State. Statistically we appear to have made some progress, but in view of the number of applications being lodged it seems that there is still a serious shortage of houses.

#### PORT ADELAIDE CARGO SHEDS.

Mr. STEPHENS—Yesterday's *News* contains an article under the heading "Why our exports have a bad name in Britain" and it mentioned that goods to be exported had been damaged by water in a cargo shed at Port Adelaide. According to this article, a stack of currants, bales of wool and quantities of foodstuffs were damaged. In this morning's *Advertiser* there is a complete denial of that by one of the companies. All parties agree that damage that has occurred has been due to holes in the wharf sheds through which the water has leaked on to the goods. Will the Minister make inquiries to see whether these statements are correct, and whether the roofs are in fact in a bad state of repair? If they are, will he take immediate action to have them repaired?

The Hon. M. McINTOSH—Generally speaking, I would say that the wharf sheds at Port Adelaide compare with the best in Australia, and that there are none better. Occasionally a leakage will occur, as it does in the best of homesteads. In this case it may have been an old shed in which some leakage might have occurred, but it is for the consignors of goods to see that their products do not go away in a damaged state. There are inspectors to make examinations of cargo. I do not know why the honourable member wants to deery his own port, which is a magnificent one and is being made better. The allegation in the press is not correct, as damaged goods do not leave South Australia. If goods are damaged by virtue of having been stored, I imagine the people who incur loss would be the first to complain to the Harbors Board, but up to the present they have not done so.

#### TOWN PLANNING BILL.

Mr. O'HALLORAN—Last year, after a considerable delay, a Bill to amend the Town Planning Act was passed by this House and forwarded to the Legislative Council. In the Legislative Council the second reading was preceded by an amendment that it be read a second time in six month's time. Will the Premier intimate whether that Bill will be restored to the Notice Paper in another place or whether it will be necessary to reintroduce it, and if so, is it the intention of the Government to do so?

The Hon. T. PLAYFORD—The resolution carried in the Legislative Council that the Bill be considered again in six months' time was equivalent under Standing Orders to its complete rejection, so it cannot be restored as

a lapsed Bill there and can now be considered only after its reintroduction. The Government is trying to fathom the objections of the Legislative Council to the Bill to see just what the problem is and why it was necessary to delay or defeat the measure that appeared to us to be completely to the benefit of the community. In due course I hope to be able to produce a Bill that will be acceptable to both Houses.

#### PORT PIRIE WHARVES.

Mr. DAVIS—Is the Minister of Marine aware that part of the Barrier Wharf at Port Pirie has collapsed, and the remaining portion is useless, necessitating the fencing off of the wharf for about 100yds.? If so, can he indicate whether it is the intention of the Government to repair it?

The Hon. M. McINTOSH—A very elaborate scheme for the improvement of the wharves at Port Pirie is either before the Public Works Committee or ready for presentation to it. This scheme involves the expenditure of a vast sum of money. I repeat that a great deal of money has been spent on improvements to wharves, but unfortunately that has not been followed by improvements in the turn-round of ships. As every improvement is made, it seems to cause difficulty in the freights that we have to pay.

#### SALK POLIO VACCINE.

Mr. STOTT—Will the Premier inform the House whether the Federal Minister for Health has consulted the Minister of Health in South Australia with a view to distributing Salk vaccine in South Australia? Are the authorities perfectly satisfied that the vaccine will be in the interests of the health of the children? Is it the intention of the Government to set up a committee to distribute this vaccine through the British Medical Association or the Department of Health, what distribution is it contemplated will take place, and how long will it be before the people of this State will have the benefit of the vaccine?

The Hon. T. PLAYFORD—The provision of serum can only come about either by the Commonwealth authorities allowing it to come in from abroad or by National Laboratories producing it. The Commonwealth Government has taken steps to have the serum produced locally. Equipment is being purchased from the United States, large numbers of monkeys are being imported, and it is proposed to produce the vaccine at National Laboratories. The Government is anxious to co-operate with the

Commonwealth Government. We have assured it that we are prepared to administer the scheme provided that well accredited vaccine is available to us. This is a new vaccine and I understand that, if properly made and tested, it is thoroughly safe. On the other hand some query has been raised about whether some of the serums being produced are safe. We would want to know that the serum made available had been thoroughly tested, and in that event my Government would be most anxious to introduce as quickly as possible an immunization scheme, particularly to cover those children most liable to contract the disease.

#### SHOP RENTS.

Mr. FRANK WALSH—The Lieutenant-Governor's Speech indicated that it was the Government's intention to introduce legislation to continue the control of rents. Will this apply to shop rents?

The Hon. T. PLAYFORD—No.

#### APPOINTMENT OF JURORS.

Mr. TAPPING—I have been approached by a number of citizens who complain they have been appointed on juries two or three times, whereas thousands of others never get a call. To be appointed two or three times is embarrassing not only to an employee but also to his employer. I believe most South Australians do not know the system of appointment. Can the Minister of Education representing the Attorney-General say what system is adopted?

The Hon. B. PATTINSON—I have heard similar complaints myself, but do not know whether they are well founded or not. I shall be pleased to discuss the matter with the Attorney-General and bring down a reply.

#### RAILWAYS COMMISSIONER'S TRAIN.

Mr. QUIRKE—About two months ago the Railways Commissioner saw fit to visit the Clare and Spalding districts in what is known as the Commissioner's train. The rear coach, which carried the Commissioner and his staff was one of the wellknown heavy corridor coaches used on the interstate service. Ahead of that was the brakevan, which was badly in need of a face lift, and drawing the whole peculiar assembly was engine RX5, an ante-diluvian assembly of ironmongery which was so inefficient that the train was lamentably late and could not keep up progress. The people of my district think that is writing down the status of the Railways Commissioner. I do not know the reason, but I think the time is opportune for the Commissioner to have a

diesel type rail car on which he could, in conformity with the dignity of his high office, make his trips of inspection. We know that the railroad to Spalding is very inferior, but there was no need to rub it in by putting this inspiration of Heath Robinson on the rails and calling it the Commissioner's train. I ask the Minister representing the Minister of Railways if there is any necessity for the Railways Commissioner, one of the high ranking officers of the State, to travel under those conditions, and why the Government cannot supply him with means of transport in keeping with his high office?

The Hon. M. McINTOSH—I shall not answer the questions seriatim, but it seems that the Railways Commissioner does not allow anyone to travel under worse conditions than he has to accept, and for that reason he is to be commended. I will get a full report on the matter.

#### DESIGNATION OF MEMBERS OF PARLIAMENT.

Mr. STEPHENS—Each time Parliament is opened by His Excellency the Governor or by the Lieutenant-Governor, in referring to members of the House of Assembly he says "Gentlemen of the House of Assembly" and in referring to members of the Legislative Council he says "Honourable gentlemen of the Legislative Council." Many people who have witnessed the opening of Parliament have asked me to explain the use of these words, but neither I nor any other member I have asked has been able to give an answer. Can you, Mr. Speaker, explain it?

The SPEAKER—The procedure is in accordance with the Constitution, and it has been the practice for a long time to give members of the Upper House precedence and prefix the title "Honourable." I will, however, supply a considered answer to the question.

#### TEACHING STAFF.

Mr. STOTT—Last session I raised the matter of staffing the Education Department and the Minister of Education said that the department was doing all it could to get teachers from other parts, particularly the United Kingdom. Can he say whether any progress has been made in those efforts and what steps are being taken to keep up the standard and the numbers of the teaching staff in South Australia?

The Hon. B. PATTINSON—I am not prepared at this moment to make a lengthy statement to a question without notice on what the

department is doing, but I can say that the response to our recruiting drive in the United Kingdom has been disappointing. On the other hand, the response to the local recruiting campaign has been more than satisfactory; indeed, we are now better off for teachers than we have been for some years, although I do not intend to disguise the fact that we are short of them. During the last few weeks a number of exaggerated statements, emanating from the president of the Teachers' Institute (Mr. Carmichael), have appeared in the press but I do not accept them as being correct.

Mr. John Clark—They will all be proved!

The Hon. B. PATTINSON—When they are substantiated I shall be very pleased at a convenient time to place my views on record, but I do not think it is opportune at the moment to do so in reply to a question.

#### MARALINGA VILLAGE.

Mr. RICHES—The proposed establishment of Maralinga has now been made public, and I understand from press reports that the Government has, through the Mines Department, already assisted with the project. Can the Premier give any further information with regard to the proposed establishment of the village at Maralinga and can he say whether the State Government will be required to provide services there?

The Hon. T. PLAYFORD—I cannot give any information as to the installation. The State Government will be reimbursed by the Commonwealth Government on a cost basis for any technical services provided by it.

#### LOXTON SOLDIER SETTLEMENT VALUATIONS.

Mr. STOTT—Can the Minister of Repatriation say whether any further progress has been made with regard to the final valuation of the earlier allotments at Loxton? This matter has been the subject of negotiation between Commonwealth and State authorities and some of the soldier settlers are getting worried.

The Hon. C. S. HINCKS—Considerable investigation by State and Commonwealth officers has taken place on this matter and I think that, unless the disastrous season in the locality causes any delay, a report should be available within a few weeks.

#### DIESEL-ELECTRIC LOCOMOTIVES.

Mr. STOTT—I understand that the Railways Department contemplates spending a considerable sum on diesel-electric locomotives with a view to improving railway services. Can the

Minister representing the Minister of Railways say whether it is expected that the use of these locomotives will speed up country passenger and freight services, particularly in my district?

The Hon. M. McINTOSH—The use of these locomotives is obviously intended to improve railway services and they will be put into the services which the Commissioner, with his expert knowledge, deems most urgent. I will have the honourable member's specific inquiry placed before the Minister of Railways. As the honourable member's district adjoins mine we have a common talking point and I am not without interest in this question. The use of these locomotives will improve services particularly in the country.

#### CITY TRANSPORT FACILITIES.

Mr. STOTT—Has the Government considered the substitution of buses for trams with a view to removing the bottleneck in King William Street, and does the Treasurer contemplate allocating a further large sum this year to the Tramways Trust to get it out of the difficulties which seem to occur annually?

The Hon. T. PLAYFORD—As a Loan Council meeting has not yet been held this year I am not in a position to disclose the financial Bills that it will be possible for the Government to submit, so I cannot answer the honourable member's question.

#### PUBLIC WORKS COMMITTEE REPORTS.

The SPEAKER laid on the table reports by the Parliamentary Standing Committee on Public Works (together with minutes of evidence)

on the following projects:—Findon and Marion high schools, Port Lincoln Government office block, purchase of photolithographic equipment, Onkaparinga Valley water supply (branch main to Lobethal—third progress).

#### SESSIONAL COMMITTEES.

Sessional Committees were appointed as follows:—

Standing Orders.—The Speaker and Messrs. Geoffrey Clarke, Macgillivray and O'Halloran.

Library.—The Speaker and Messrs. Riches, Stephens and Travers.

Printing.—Messrs. Brookman, John Clark, William Jenkins, Jennings and Michael.

#### JOINT HOUSE COMMITTEE.

The Hon. T. PLAYFORD moved—

That it be an order of this House that, in view of the creation of the Joint House Committee under the Joint House Committee Act, 1941, a Sessional House Committee be not appointed under Standing Order 404.

Motion carried.

#### ADDRESS IN REPLY.

The Hon. T. PLAYFORD moved—

That a committee consisting of Messrs. Goldney, Heaslip, Millhouse, Pearson and the mover, be appointed to prepare a draft Address to His Excellency the Lieutenant-Governor in reply to his Speech on opening the Parliament and to report on Tuesday, May 24.

Motion carried.

#### ADJOURNMENT.

At 4.23 p.m. the House adjourned until Tuesday, May 24, at 2 p.m.