

HOUSE OF ASSEMBLY.

Thursday, November 2, 1961.

The SPEAKER (Hon. B. H. Teusner) took the Chair at 2 p.m. and read prayers.

ASSENT TO BILLS.

His Excellency the Governor's Deputy, by message, intimated the Governor's assent to the following Bills:

Artificial Breeding,
Botanic Garden Act Amendment,
Dog Fence Act Amendment,
Housing Agreement,
Housing Improvement Act Amendment,
Land Settlement Act Amendment,
The Parkin Congregational Mission of South Australia (Private),
The Parkin Trust Incorporated Act Amendment (Private),
Stock Diseases Act Amendment,
Surveyors Act Amendment.

QUESTIONS.**COMPREHENSIVE INSURANCE.**

Mr. FRANK WALSH: Has the Premier a report from the Prices Commissioner in reply to a question I asked some time ago regarding comprehensive insurance?

The Hon. Sir THOMAS PLAYFORD: The Prices Commissioner reports:

The Leader of the Opposition has queried increases in premiums for comprehensive motor vehicle insurance as from January 1, 1961; also, the amount of excess required and loading on premiums regarding age. The following reply is suggested:

1. Variations in premium rates of comprehensive insurance on motor vehicles as substantially adopted by members of the Fire and Accident Underwriters Association to be operative from January 1, 1961, are, for group 1 (which is for vehicles not subject to hire-purchase agreements) and for group 2 (which is for vehicles subject to hire-purchase agreements) as follows:

	District A (within 20 miles G.P.O.)		District B (beyond 20 miles G.P.O.)	
	Group 1.	Group 2.	Group 1.	Group 2.
Private cars	No change	Incr. 4.8%	Incr. 4.9%	Incr. 13.6%
Business cars	No change	No change	Incr. 21.1%	Incr. 7.5%
Commercial travellers	No change	No change	Incr. 13.75%	Incr. 14.5%

It will be observed that in District B both groups in three classes were increased whereas in the metropolitan area only private cars under hire-purchase were affected.

2. In comprehensive motor vehicle insurance the term "excess" means that amount of any loss, damage, or liability payable under the policy of insurance which must be borne by the insured. The standard excess is £10 for private cars whether subject to a hire-purchase agreement or not. However, each company reserves the right to either increase the excess or refuse an application for its removal. There are a number of factors on which a decision by a company might rest, the main ones being—

- (i) accident record of proponent,
- (ii) type and make of vehicle (e.g., sports cars),
- (iii) occupation of proponent,
- (iv) age of proponent (under 25 or over 70 years),
- (v) whether new driver or not.

3. Insurance companies advise that experience over many years has shown that the insurance of cars subject to a hire-purchase agreement warrants a higher premium, other things being equal, than the insurance of a vehicle not so encumbered. The actual level of premiums is based on claims experience. Reasons given for higher losses experienced indicate that hire-purchase business includes a proportion of persons who have less pride of ownership than is normal and whose equity is in some cases small. Also, traffic

authorities have expressed alarm at the number and severity of accidents involving young people, many of whom would be purchasing their cars on hire-purchase.

4. Premium rates of insurance are computed on the basis of claims experience, and on this basis the insurance companies consider higher premiums for vehicles under hire-purchase agreements to be justified.

RADIUM HILL PROJECT.

Mr. HEASLIP: Since the development of Radium Hill, an area surrounding the mine has been ring-fenced to keep stock from it, consequently the natural vegetation has been able to regenerate. What was, at the opening of the mine, a dust bowl is now covered with natural vegetation. Also within this area thousands of trees and shrubs have been planted, and I believe it would be a pity if they were not afforded the opportunity to exist under natural conditions. Can the Premier say whether the Government will take action to ensure that the gates are kept closed and the fence maintained to prevent stock from going into that area?

The Hon. Sir THOMAS PLAYFORD: No decision has yet been made about what should be done with the Radium Hill township. It contains houses, many of which are portable,

and some Government departments have asked for their transfer to those departments. No decision has been made because the Army authorities have shown some interest in Radium Hill as a training area, although we have not received any specific proposition from the Army. In any event, it will be some time before the township is vacated. During that period the Government will undoubtedly maintain the present position. I cannot supply a definite answer to the honourable member's question because the Government may be committed, under the Pastoral Act, to a previous lessee of the land. However, I will see that the question is kept in mind.

HOUSING TRUST INSURANCE.

Mr. TAPPING: Has the Premier a reply to my question of October 4 regarding the desirability of the Housing Trust's inaugurating an insurance fund to safeguard rentals in the event of tenants becoming sick or unemployed?

The Hon. Sir THOMAS PLAYFORD: I have received the following reply from the Chairman of the Housing Trust:

The Housing Trust has given considerable thought to the suggestion of Mr. Tapping that a fund should be set up to which trust tenants could contribute a sum of, say 1s. a week so that, in the event of unemployment or sickness of the tenant, his rent would be paid from the fund. The scheme has some attractive features but, after careful consideration, the trust has decided against adopting such a scheme. A voluntary scheme would, it is considered, not be practicable. In the first place, it would probably not produce enough revenue and, in the second place, it is likely that the improvident who would need the scheme more than the provident would not contribute. Under such a scheme, the trust would, of necessity, have to lay down fairly rigid rules as to evidence of sickness or unemployment, qualifying periods and so on and these rules would have to be enforced strictly. This would inevitably mean an increase in staff and the scheme would be difficult to operate in country areas. Furthermore, what may be called borderline cases for assistance would, in instances, not qualify for assistance but would often be the very cases where assistance is needed.

However, the most important reason for not adopting the scheme is that the trust already makes provision for tenants in financial difficulties by reason of unemployment, sickness or similar cause. The trust has always taken the view that, in the case of a tenant who is genuinely unable to meet his full rental payments for reasons such as these, the rent should be reduced, either permanently or temporarily to an amount within his capacity to pay, and the trust, in fact, makes such reductions. At present the rents of 338 widows or deserted wives with families are on a reduced basis, as are the rents of 116 old age pensioners housed

in other than the cottage flats. There are about 720 cottage flats in the metropolitan area let at rents much below the proper economic rent, in addition to about 160 houses in country towns erected under the Country Housing Act. In addition, 135 tenants now have reduced rents because of sickness or unemployment. The trust considers that its present practice of reducing rents in proper cases reasonably deals with the particular problem.

EGG MARKETING.

Mr. LAUCKE: The present parlous condition of the egg industry throughout Australia strengthens the case for greater co-operation between State egg boards to ensure a more unified approach to overseas marketing. I understand that up to the present New South Wales, which produces about 60 per cent of the nation's egg production, has been inclined to go it alone in quoting prices in some overseas markets, with adverse effects on export market levels for New South Wales and for the other States. If we were to have a single selling authority for all export eggs, and a closer cohesion between State egg boards for local sales—in other words, a central egg board similar to the Australian Wheat Board, which is the sole selling authority for all export wheat—a much more stable situation would be achieved. Will the Minister of Agriculture do all in his power to establish a central selling set-up on a Commonwealth-wide basis and to see if this authority can be empowered and enabled with finance to embark on a major selling campaign?

The Hon. D. N. BROOKMAN: Export is the least profitable method of disposing of eggs. Authorities prefer to sell eggs on the home market because of the low prices received for export. The New South Wales authority arranges for the export of its eggs outside the operations of the Australian Egg Board. The marketing of eggs and egg pulp within the Commonwealth is not arranged by a unified organization. Earlier this session I outlined the position. I attended a meeting of most State Ministers of Agriculture in Sydney in company with the Chairman of our Egg Board. The meeting was also attended by representatives of the marketing boards. As a result of that meeting it was agreed to recommend that the chairmen of the State egg boards meet as soon as possible thereafter to work out a uniform price for egg pulp for the 1962-63 season. The chairmen of the boards met as requested and agreed upon a uniform price to be charged, with certain adjustments agreed upon as the season progressed.

The Victorian Egg Board, however, refused to agree to those conditions, and that is the present position. I have been informed that a letter arrived from Victoria this morning but, as I have not seen it, I do not know what it contains. The position at the moment is not a happy one. The leaders of the egg industry want to reach agreement on these matters. The merits of the various arguments are too detailed for me to go into now, but I believe that at least the authorities all want to come to some uniform agreement. Despite the present low prices to producers, eggs stamped by the authorities of other States are now being sold in this State and under-selling our eggs. The price being asked is about 2½d. a dozen more than the wholesale price that the Egg Board is paying producers and, allowing for the resellers' margins, these eggs would be considerably under-selling our eggs.

POLICE RADIO COMMUNICATIONS.

Mr. LOVEDAY: Has the Premier a reply to the question I asked on October 25 about police radio communications in outback areas?

The Hon. Sir THOMAS PLAYFORD: The Commissioner of Police reports:

The police emergencies operation group has two ex-U.S. army disposal "walkie-talkies". In urgent cases, and depending on the locality of the search, the army has kindly lent similar sets to the police. The "walkie-talkie" sets have a limited range—from one-half to 1½ miles—according to terrain, conditions, etc. The cost of modern portable sets prohibits their purchase until after the replacement of the police interstate radio, which will probably be done in 1962-63.

NORTH ADELAIDE CROSSING.

Mr. CUMBE: On October 12 I asked the Minister of Works to refer a question to the Minister of Railways and Local Government and to ask whether a conference could be arranged to overcome the great confusion that existed at the North Adelaide railway crossing. In the absence of the Minister of Works, can the Minister of Agriculture reply?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Railways, states that the matter of improving the movement of road traffic in the vicinity of the North Adelaide level crossing has been the subject of discussion between the Railways Department and the officers of the Adelaide City Council. A measure of agreement has been reached between the two departments, and the Commissioner is now awaiting a reply from the Town Clerk to a communication addressed to him on June 28 last.

JERVOIS BRIDGE.

Mr. RYAN: In an editorial in last night's *News*, headed "The delay is serious", appeared the following:

When the Works Minister himself says that Jervois Bridge is continuing to deteriorate, it puts Port Adelaide's controversial bridge in a serious light. Mr. Pearson, the Works Minister, gives the first top-level confirmation of suspicions held by many road authorities. This is that the bridge is getting worse and increasingly heavy maintenance is necessary to keep it open. These two reasons should be enough in themselves to press home the need to treat the problem of Port River crossings as an urgent one. As far back as December last year the *News* stressed that an early decision was needed. The Public Works Committee still has not made up its mind on whether the bridge should remain or whether a tunnel should be built beneath the river. If the delay is being caused by hold-ups at Adelaide University where tests are proceeding with a scale-model tunnel, then clearly it is up to the committee to see if the program can be speeded up by an increased allocation of attention and manpower. A decision on the fate of Jervois Bridge cannot be left much longer.

On June 21 I was advised by the Chairman of the Public Works Committee that it was expected that the model of the tunnel would be completed in about three or four weeks; on August 1 I was told that the tunnel would be completed "any time now"; and on September 26 I was told, "It is now virtually a completed model." As I believe the construction of this scale model is holding up further recommendations to the Public Works Committee, will the Chairman say when it is likely to be completed? Regarding the alternative crossing, I shall be asking a question later.

Mr. SHANNON (Chairman of the Public Works Committee): As the honourable member does not seek information on the low level crossing, I shall not mention it. Regarding the delays that have occurred in completing the scale model tunnel for the projected crossing at St. Vincent Street rather than higher up the river, the university was getting specialized equipment from Melbourne to test the clarification of the atmosphere in the tunnel. It intended to insert artificially in the tunnel monoxide gas and, by watching the scale model at work, to test what happened and the effect of traffic movement on the atmosphere to see whether it would clarify it sufficiently or not; if it did not, to see what fans would be required to exhaust noxious fumes. To my knowledge, that has not yet been done. We have been in touch with Mr. Culver, in Professor Bull's absence, on several occasions.

I understand that Professor Bull is back, and now that the session is concluding the committee will again apply itself to this problem. I do not think for one moment that the bridge will fall down before we make our recommendation, unless the member for Port Adelaide pushes it down. My own view, for what it is worth, is that once this matter is decided a tunnel or a bridge will remain for possibly the next 100 years, and the few weeks or months of delay while we decide the issue might result, if we decide the matter correctly, in our being thanked by future generations.

Mr. RYAN: Has the Minister of Agriculture a reply from the Minister of Roads to questions I have asked on when the Government intends to commence work on the alternative crossing linking Port Adelaide with LeFevre Peninsula?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Roads, states that the construction of a bank, incorporating 5ft. diameter pipes, on the upstream side of the existing railway bridge has been approved in lieu of a road bridge as a connection between Port Adelaide and LeFevre Peninsula. The survey of the crossing has been completed, and the design is in hand. Subject to funds being available, it is expected that this work will be commenced during 1962-63.

SCHOOL BUSES.

Mr. QUIRKE: Can the Minister of Education say whether a contract school bus operator is under any circumstances permitted to order students off the bus several miles from their destination? What are the insurance conditions for children carried by contract school transport? Who is liable when children are ordered off a contract bus and consequential thereto meet with an accident?

The Hon. B. PATTINSON: In answer to the first question, school bus operators have no authority to order students off the bus before reaching their normal setting-down point. Misbehaviour on the part of child passengers should be reported by the bus driver to the head of the school who then takes the necessary steps to enforce proper discipline. I have received several complaints about the misbehaviour of students travelling on school buses, causing nuisance and annoyance to other students and to bus drivers and in some cases running risks of serious accidents. I assure all our school bus drivers that if such cases of misbehaviour are reported and proved the culprits will be severely disciplined.

On the second question, under the South Australian Motor Vehicles Act a prerequisite to registration of passenger buses is that the vehicle shall be covered by third-party passenger-carrying insurance. This cover is for an unlimited amount for third-party personal injury for each passenger. Regarding the third question, I shall obtain the opinion of the Crown Solicitor whether in the circumstances a contract exists for the department to transport the children, and whether the act of the bus operator would indirectly involve the department in some liability. There would certainly be no liability under the passenger-carrying insurance policy, which is associated only with the insured bus.

HAWKER WATER SUPPLY.

Mr. CASEY: Can the Minister of Agriculture, in the absence of the Minister of Works, reply to my earlier question regarding the Hawker water supply?

The Hon. D. N. BROOKMAN: Yes. The Engineer-in-Chief has advised that as a first step to effect an improvement to the Hawker water supply, a proposal is being examined to rehabilitate the old reservoir. Pumping plant would be installed at the reservoir to pump water into the main which now supplies the township. The estimated cost of this work is approximately £5,000, and the Engineer-in-Chief expects to be able to submit a firm recommendation for consideration within a few days.

PETERBOROUGH PUMPING STATION.

Mr. CASEY: Has the Minister of Agriculture, in the temporary absence of the Minister of Works, a reply to my question regarding the Peterborough pumping station?

The Hon. D. N. BROOKMAN: Yes. The District Engineer has been asked to carry out investigations to see whether the noise from the electric motor can be lessened by one of the following methods:

- (a) Using another 15 h.p. motor with a somewhat lower pitched tone.
- (b) Insulating the inside of the high pump-house over the borehole pump.
- (c) Closing the windows and door of the building and providing forced ventilation from outside.

These proposals are being examined and steps will be taken as soon as possible to try to reduce the noise made by the present motor.

RENMARK NORTH POOL.

Mr. KING: Has the Minister of Education a reply to my question regarding the swimming pool at the Renmark North primary school?

The Hon. B. PATTINSON: The Director of the Public Buildings Department has informed me that plans and specifications obtained by the school committee from a local contractor were forwarded to the department at the end of September 1961 for examination. The investigations required for a project of this nature have not yet been completed. However, in view of the special circumstances of this case and the forthcoming harvesting operations, I shall endeavour to have the matter expedited.

PRINCES HIGHWAY.

Mr. SHANNON: Earlier in the session I raised the question of traffic hold-ups caused by semi-trailers on the Princes Highway just beyond Crafers. Can the Premier say whether steps could be taken to regulate the traffic on this portion of the Princes Highway at least on week-ends and public holidays?

The Hon. Sir THOMAS PLAYFORD: The honourable member knows that further work is intended on that highway this year.

Mr. Shannon: It would be interesting if I could be told that too.

The Hon. Sir THOMAS PLAYFORD: As soon as a report is available from the Highways Department, I will submit it to Cabinet as a matter of policy, and advise the honourable member later.

NUCLEAR ATTACK PRECAUTIONS.

Mr. CORCORAN: I should like to read an article that appeared in the *News* last Monday. It is as follows:

Nuclear Attack Advice.—Sydney, today: Australians have been advised to store at least 14 days' supply of food as a precaution against a nuclear attack. The Director of Civil Defence, Major-Gen. I. N. Dougherty, said that in the event of a nuclear war, unprotected food quickly would become contaminated and scarce. He said he did not believe there was any great danger from fallout from Russia's nuclear explosions, but the tests had awakened many Australians to the extreme danger of nuclear weapons. "We have advised members of the public who do not intend to build shelters to look about their homes for the best possible rooms in which to take shelter from radiation," he said. "We advocate they keep at least 14 days' supply of food for the family always on hand. This could be put into the shelters at a moment's notice."

In response to requests about this made by New Australians who, naturally, through the trials and tribulations they have suffered in war are concerned about this, can the Premier comment on the present position in South Australia?

The Hon. Sir THOMAS PLAYFORD: Early this week I said I had received a letter from the Prime Minister dealing with civil defence measures that the Commonwealth Government had decided should be undertaken and stating that the Commonwealth Government had intended to make available certain moneys to the States for civil defence; also, that in due course a Commonwealth officer would visit South Australia to confer with the South Australian defence authorities. But there was no mention in the Prime Minister's letter of any measure of the type referred to by the honourable member. The question whether Australia would be subject to a nuclear attack was mentioned, and the position as outlined by the Prime Minister was that the advice that the Australian military authorities had given to the Government was that a global war involving Australia in nuclear attack was not considered likely to happen.

It would be, in many instances, a severe financial strain upon people if they were required to keep a fortnight's store of commodities always at hand. I personally have not given any authority for any statement that would require people to go to that expense at the present time. However, I can assure the honourable member and others that in future, if there is anything that appears to warrant action, I shall immediately give it the utmost publicity and see that honourable members are told of anything that may be necessary; but I assure the honourable member that I have no advice at present that would lead me to make a statement calling upon anyone to undergo the necessity of storing large quantities of food, some of which could deteriorate. I will certainly inform the honourable member if I see or hear anything that would alter my present view.

GUIDE DOGS.

Mr. MILLHOUSE: On October 25 I asked the Premier about any bar by regulation to guide dogs and their masters entering cafes and eating-houses. Has the Premier a reply?

The Hon. Sir THOMAS PLAYFORD: Dr. McQueen, replying on behalf of the Director-General of Public Health in this matter, reports:

The Food and Drugs Regulation No. 12, paragraph (16), subparagraph (b) refers to animals in places where food and drugs for sale are manufactured, prepared, packed, stored, or offered for sale. It states:

No person shall manufacture, prepare, pack or store any food or drug for sale or intended for sale, or offer or expose any food or drug for sale in any place in which

any animal is permitted, or anything is or is kept, or any work is performed which is likely to contaminate such food or drug or injuriously affect its wholesomeness or cleanliness.

If the proprietor of a cafe or eating place is satisfied that any dog is a "guide" dog accompanying a blind person it is considered that he would be justified in assuming that such a dog would be unlikely to contaminate food or injuriously affect the cleanliness or wholesomeness of his premises. In these circumstances it is considered that he would not be committing any offence under the Food and Drugs Act if he permitted a "guide" dog accompanied by a blind person to enter and remain on his premises.

WEST BEACH DOGS.

Mr. FRED WALSH: For some months I have received correspondence from constituents in the West Beach area, complaining that dogs have been chasing horses in the early hours of the morning, thereby disturbing the rest of residents. In addition to raising this matter on a number of occasions in the House, I took it up with the Minister, who, as far back as June this year, replied:

The incidence of dogs barking and chasing horses in the early hours of the morning on the banks of the Torrens outlet and the area belonging to the Engineering and Water Supply Department has been discussed with the lessee, Mr. Grose, by the Engineer for Irrigation and Drainage. Mr. Grose, who has also discussed the matter with council employees, is very concerned about the dogs and is seeking the approval of the council to take severe remedial action.

Nothing has been done and I have received further complaints from residents, some of whom have to take drugs in order to get to sleep at night. In reply to a recent question about the rental the department received for leasing the land at the Torrens outlet the Minister said that £235 a year was received and that the lease would expire on September 30, 1965. Will the Premier request the Minister of Works to consider cancelling the lease of this land for grazing purposes or to amend the lease to provide that a dog-proof fence be constructed around the area?

The Hon. Sir THOMAS PLAYFORD: This matter has not been brought to my notice before, but I will see that immediate action is taken to ascertain what steps can be taken to alleviate what seems to be a public nuisance.

SALES TAX ON ICE CREAM.

Mr. JENKINS: Has the Premier a reply to the question I asked on August 8 about removing the sales tax on ice cream in order to help the dairying industry?

The Hon. Sir THOMAS PLAYFORD: The Commonwealth Treasurer (Mr. Holt) has written me the following letter:

I acknowledge your representations of August 10, 1961, requesting that ice cream be removed from the field of goods subject to the general rate of sales tax. Several similar requests were considered by the Government prior to the introduction of the Budget but in view of its general budgetary position the Government decided that taxation concessions should be limited to those which were announced in the Budget speech. Your representations have been noted, however, in order that the matter may be considered again when any further amendments of the law are contemplated.

THIRD-PARTY INSURANCE.

Mr. McKEE: Has the Premier a reply to the question I asked on October 19 about discounts on third-party insurance premiums for accident-free drivers?

The Hon. Sir THOMAS PLAYFORD: I have received the following report from Sir Edgar Bean:

The committee has not yet prepared a report on discounts for accident-free drivers. Some information sought by the committee on this subject arrived from London two days ago, but more may be required. The committee will meet to consider the data at an early date.

SMOG.

Mr. HALL: Has the Premier a reply to the question I asked on October 11 about the possibility of a nuisance arising from smog emanating from the new power-station to be erected in the metropolitan area?

The Hon. Sir THOMAS PLAYFORD: The Chairman of the Electricity Trust reports:

In constructing a new power-station the Electricity Trust would arrange to install proper facilities to ensure that no dust nuisance was created.

HEATHFIELD HIGH SCHOOL.

Mr. SHANNON: Has the Minister of Education any information about the calling of tenders for the construction of the Heathfield high school, particularly as contractors in the hills area may be interested in submitting prices?

The Hon. B. PATTINSON: My colleague, the Minister of Works, has informed me that it is intended to call tenders next week for the new Heathfield high school.

BURRA-HALLETT ROAD.

Mr. QUIRKE: Has the Minister of Agriculture, in the absence of the Minister of Works, a reply to my recent question about the Burra-Hallett road?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Roads, informs me that £10,000 has been allocated for the Burra-Hallett section of the Kapunda-Peterborough Main Road No. 45, to enable the District Council of Burra to commence reconstruction during 1961-62. It is not expected that further funds will be available during the current year, but that additional funds will be allocated during 1962-63.

EXCURSION FARES.

Mr. FRANK WALSH: Has the Premier a reply from the Director of the Tourist Bureau to my recent question about excursion rail fares to country towns?

The Hon. Sir THOMAS PLAYFORD: The Director of the Tourist Bureau reports:

Tours to country centres are organized as frequently as possible in relation to likely public demand. When tours are organized we have to consider rail transport because it is necessary to secure permits for road travel from the Transport Control Board. Under present conditions there is little possibility of organizing tours by train. Part of the attraction in a coach-tour is to have a well-informed driver/guide who points out items of interest along the road to his passengers. Train transport from Adelaide to Nuriootpa is used on Barossa Valley day tours, but tours to many other places (such as the Adelaide hills and the Flinders Ranges) can be successfully carried out only by coach.

SCHOOL AMENITIES.

Mr. RICHES: Has the Minister of Education a reply to my recent question about the installation of canopies above windows at the Port Augusta primary school and the erection of a shelter?

The Hon. B. PATTINSON: I have been informed that requests for the installation of canopies over the eastern windows and enlarging the verandah at the Port Augusta primary school were received by the Public Buildings Department in September and investigations, which are not yet completed, are being carried out. The honourable member also asked me about water-cooling systems for schools. It has been the policy of the department to subsidize water-cooling systems for schools in areas such as Port Augusta, but whether this policy will extend to the provision of fans will depend on the result of current investigations that have been forwarded to the Minister of Works for consideration. We have already received oral advice from the technical experts that the ceiling type fan is not recommended, as it possesses distinct disadvantages for class-

room installation. It is hoped that a definite policy regarding subsidies on fans for classrooms will be decided shortly as a result of these investigations by the experts.

RODWELL BRIDGE.

Mr. JENKINS: Has the Minister of Agriculture a reply from the Minister of Roads to a question I asked on October 26 about whether tenders had been called for the construction of the Rodwell Bridge near Woodchester?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Roads, states that there are two bridge sites over the Rodwell Creek. The first is on the Woodchester-Callington Main Road No. 237. This bridge is at present being designed, and it is expected that tenders will be called for its construction during the current financial year. The other is the Mount Barker to Wellington Main Road No. 15. Tenders have been called, and it is expected that a contract will be let within a week.

HOUSING.

Mr. LAUCKE: In the annual report to Parliament by the Housing Trust, the need to build more rental houses is referred to. The report states:

The requirements of a large proportion of families with low incomes cannot be met by even the most generous of house purchase programmes.

As it is the innate desire of most people to own their own homes, will the Premier consider a scheme whereby a tenant of a Housing Trust house might nominate to pay a sum in excess of the fixed weekly rental, the extra payments to be held in trust for the buyer until the total credit would be the amount required by a bank as a deposit on the purchase price of a house? Such a scheme could well be the means of enabling many people who would otherwise remain rent payers all their lives, with no chance of having an equity in the house they occupied all their lives, to become owners. Although only a small sum is necessary as a deposit to purchase a house in this State, that deposit is so vitally important to the individual to achieve—

The SPEAKER: The honourable member is debating the question.

The Hon. Sir THOMAS PLAYFORD: At present, a person can apply for a 95 per cent advance to purchase a house. In those circumstances, the honourable member will see that in many instances the size of the deposit is not relevant. Many other factors, however, make it desirable for some people to have

rental houses. For instance, people who may be changing their place of employment do not want to own a house and be tied to one locality, and many people do not want to take the responsibility of owning a house. I think that is the main factor controlling the position. The Government will do its utmost to give as much money as possible to the Housing Trust for rental housing. I think the Government is now the only substantial rental house-builder in this State. There will always be a greater demand for rental houses than for purchase houses because of the lesser responsibility.

DUST NUISANCE.

Mr. TAPPING: In the absence of the Minister of Marine, has the Minister of Agriculture a reply to my recent questions relating to the dust nuisance at Taperoo?

The Hon. D. N. BROOKMAN: The Chairman of the Housing Trust states that for some time past it has been necessary for the trust to prepare large areas of land for building. This has involved levelling, grading and in some cases covering with topsoil. It is anticipated that the same procedure will have to be followed in other areas. At Taperoo, building is proceeding rapidly and the council is doing a good job in constructing roads, foot-paths and kerbing. The trust very much regrets that these operations have caused an inevitable dust nuisance which has, however, been accentuated by the dry season and the sandy nature of the terrain in this locality. The disability referred to should only be temporary and, as building proceeds and the ground is covered with topsoil, the nuisance complained of will disappear.

BORDERTOWN HIGH SCHOOL.

Mr. NANKIVELL: In the absence of the Minister of Works, has the Minister of Agriculture a reply to my recent question about the cost of temporary buildings to be erected at the Bordertown high school?

The Hon. D. N. BROOKMAN: I have been informed by the Director of the Public Buildings Department that from June to August, 1961, an art room with store 32ft. x 24ft. and a standard classroom unit 24ft. x 24ft. were erected at an estimated cost of £5,850. The Education Department has advised that during 1962 the requirements will be a standard 24ft. x 24ft. classroom unit and a special classroom with store 32ft. x 24ft. It is anticipated these will be erected before June, 1962, at an estimated cost of £4,380.

Mr. NANKIVELL: Last year it was announced as a matter of policy that future additions to school buildings would, where possible, be of solid construction. The council of the Bordertown high school was given to understand that the additional structures to the school would be of a solid nature. A sum of £80,000 appeared on the Loan Estimates for permanent additions to the school. In reply to several questions over the last two weeks, I have been informed, first, that additional temporary structures would be provided in the meantime to meet the requirements for 1963 and, secondly, that those structures would cost about £4,380. Will the Treasurer examine this matter, revoke what I consider to be a regrettable decision, and see whether the policy of permanent structures for high schools cannot be adhered to at Bordertown?

The Hon. Sir THOMAS PLAYFORD: I shall be pleased to take that up with my colleague, the Minister of Works.

BOAT SAFETY.

Mr. BYWATERS: Has the Premier a reply to a question I asked yesterday about the control of small boats?

The Hon. Sir THOMAS PLAYFORD: The Minister of Local Government reports that the Municipal Association desires an amendment to the Local Government Act to give councils power to make by-laws to register and control boats 18ft. and under. The matter is at present with the Director of Local Government but it has not yet been referred to the Local Government Advisory Committee. The intention of the association is to ask for a "once and for all" fee instead of an annual fee, except where ownership changes. Other problems have arisen: first, the problem of registration in a district when a non-resident takes his boat there; secondly, all councils may not require registration; and thirdly, licensing would imply the need for some sort of inspection as to seaworthiness, gear, and safety, which on a perpetual licence would be impracticable.

POTATO PRICES.

Mrs. STEELE: Has the Premier a reply to my recent question regarding the retail price of potatoes?

The Hon. Sir THOMAS PLAYFORD: The Prices Commissioner reports that the Potato Board controls and fixes growers' and wholesale prices of potatoes and on each occasion that these prices are varied publishes a "guide" retail price. The Prices Department makes continual surveys of retail prices of potatoes

and these surveys have disclosed that, in the main, nearly all retailers strictly observe this price. On three occasions this year a section of retailers has disagreed with the "guide" price to the extent of $\frac{1}{2}$ d. per pound. However, this has only occurred when the board has increased growers' and wholesale prices but has not provided for at least the full increase in cost resulting to the retailer. The department has held certain discussions regarding this aspect and as a result feels that it should be possible for these differences of opinion to be avoided in future.

Mr. TAPPING: Three weeks ago I asked the Minister of Agriculture a question about the wholesale price of potatoes in this State. I said that the Victorian price was much lower than the South Australian price. Has the Minister the report he undertook to get from the Potato Board?

The Hon. D. N. BROOKMAN: Due to the absence interstate of the Chairman of the Potato Board, I have been unable to get a statement from him but the honourable member's question referred to the increase in price of £4 10s. during October, and he referred to statements that the rise was unjustified and out of proportion to the cost of potatoes in Victoria. In discussion with the Secretary of the Potato Board, I have ascertained that potatoes are still very scarce in Victoria and the price is high. South Australia, during the last season, has grown less than its own requirements of potatoes and supplies have to be obtained from elsewhere. Some recently came from Western Australia. The only effect of the board's reducing the wholesale price of potatoes to growers would be to encourage the owners of potatoes held in South Australia to send them to markets in other States.

At the time the honourable member raised the question of the price of potatoes being increased by £4 10s. a ton, buyers from other States were active in Adelaide trying to buy a supply of potatoes for markets in other States. Potatoes had been brought from Western Australia and, had the price not been increased, these would have been transferred to eastern markets. Harvesting of the early spring crop of South Australian potatoes will commence within two weeks and from then onwards the supply position should improve. The Potato Board has made strenuous efforts to meet the supply position and recently arranged for a shipment of Western Australian potatoes bound for Sydney to call at Port Adelaide where a portion of the cargo will be unloaded today.

To suggest that the marketing of potatoes, which are perishable and seasonal, is a highly complex undertaking is an understatement. I do not know of any sustained complaint about the Potato Board's activities in the last few weeks.

KAROONDA-WAIKERIE RAIL SERVICE.

Mr. STOTT: Has the Minister of Agriculture a reply to my recent question regarding the Karoonda-Waikerie rail service?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Railways, has furnished a lengthy report, which I ask leave to have incorporated in *Hansard* without my reading it.

Leave granted.

KAROONDA-WAIKERIE TRAIN.

My colleague, the Minister of Railways, advises that he has received a report from the Railways Commissioner, stating that new schedules for the mixed trains to and from Waikerie were introduced on August 7, 1961. Prior to that the "down" train left Tailem Bend at 10.36 a.m. on Mondays, Wednesdays and Fridays, arriving at Waikerie at 5.55 p.m. The "up" train left Waikerie at 8.25 a.m. on Tuesdays, Thursdays and Saturdays, arriving at Tailem Bend at 5.25 p.m. The new service provides for the "down" train to depart from Tailem Bend at 1.00 a.m. on Mondays, Wednesdays and Fridays, arriving at Waikerie at 7.29 a.m., and for the "up" train to depart Waikerie at 6.00 p.m. on Mondays, Wednesdays and Fridays, arriving Tailem Bend at 12.48 a.m. on Tuesdays, Thursdays and Saturdays.

The alteration to the working was made primarily to provide a better service for the producers at Waikerie for the carriage of their citrus fruits to the Melbourne market. This traffic is very important to the department, and has been seriously eroded by road competition. The altered service will enable the railways to compete more effectively, because it allows fruit to be delivered to the Melbourne market a day earlier. The honourable member refers specifically to three complaints, which the Commissioner deals with severally:

- (1) It is claimed that livestock from the Waikerie line takes a day longer to reach the abattoirs. The position is that with the previous schedule, stock loaded in the early morning of Tuesdays arrived at Pooraka early on Wednesday morning. With the new schedule, stock loaded on Monday evenings arrives at Pooraka on Tuesday afternoons. Actually, the volume of livestock traffic from the Waikerie line is small, amounting to a little over one van per week, on average.
- (2) It is complained that the movement of grain is restricted, but a thorough investigation of this complaint proves it to be unfounded.
- (3) It is stated that the alteration in the train service has affected the delivery of mails on the Waikerie line and that letters are taking four to five days to

come from Adelaide. For some reason which the Commissioner is unable to explain, the Postmaster-General's Department decided to send mails for the Waikerie line *via* Morgan, whereas hitherto they had been sent *via* Taillem Bend.

The postal department provided lock-up boxes at the sidings on the Waikerie line, which were installed just prior to the introduction of the new time table in August last. If the postal department were to use the South-East passenger train service from Adelaide, departing therefrom at 9.00 p.m. on Sundays, Tuesdays and Thursdays, the mail for the Waikerie line would be delivered at the sidings in the early morning of the following day, thus providing a better mail service than was hitherto available.

Taking all factors into consideration, the Commissioner is satisfied that the new time table provides a better service to the generality of railway customers on the Waikerie line than was available previously.

HENLEY HIGH SCHOOL.

Mr. FRED WALSH: Last week I asked a question of the Minister of Works concerning the regrading and sealing of an area of land for the Henley high school that had previously been used for tennis courts. As a result of the regrading, the school council considers that this area of land will not be of any use for tennis courts, and as the council has been put to considerable expense in the erection of back-stops that have now been removed, it is much concerned about the matter. Will the Minister of Education, in view of the urgency, take the matter up with the Public Buildings Department with a view to having this area regraded and made usable as tennis courts?

The Hon. B. PATTINSON: I know that my colleague, the Minister of Works, intended to investigate this matter personally, and I regret that no reply from him is available because he has been called away. As Minister of Education, I am also concerned about the matter, firstly because of the alleged assurance to the school council and, secondly, because of the limited area of playing space at present available to the school. In the absence of my colleague, I will take the matter up with the Director of the Public Buildings Department and let the honourable member have a reply by letter.

TANTANOOLA HOUSING.

Mr. CORCORAN: In a reply to my earlier question about the Housing Trust's building at Tantanoola, the Premier informed me that the contractor was working at Millicent and

that as soon as he finished his programme there he would build at Tantanoola, but up to last week-end there was still no sign of any building activity. Three houses in particular are needed, and I take this final opportunity to appeal to the Premier to use his influence to try to expedite the building of these houses, which I hope will be completed before I leave this House.

The Hon. Sir THOMAS PLAYFORD: I will do that for the honourable member with pleasure. The honourable member will see from the trust's report which was tabled yesterday that a large building programme has been carried out by the trust in Millicent, and that has possibly delayed building at Tantanoola. I will see whether I can expedite the matter for the honourable member.

MURRAY RIVER DAM.

Mr. STOTT: Could the Premier give the House any later information about the obtaining of an agreement between the Governments of South Australia, Victoria, New South Wales and the Commonwealth regarding the construction of the Chowilla dam on the River Murray?

The Hon. Sir THOMAS PLAYFORD: Some time ago the Prime Minister made an announcement which I am sure came to the honourable member's notice. Since that time I have had a further letter from the Prime Minister which states that he will be calling a conference in due course. No conference has yet been called.

RADIUM HILL WATER SUPPLY.

Mr. CASEY: Now that Radium Hill is to be closed, can the Premier say whether the Government intends to leave the water supply connected there or to have it disconnected? This supply comes from Umberumberka in New South Wales. I was pleased to hear the Premier say that the Army was considering taking over Radium Hill as a training camp. If the Army does so, the water supply will be needed there.

The Hon. Sir THOMAS PLAYFORD: I understand that the water main is a very valuable insurance to pastoralists along the route, particularly in dry seasons. We have had a satisfactory agreement with the New South Wales authorities for the supply of water, and although it has not been cheap water it has been made available. I would favour retaining the pipeline there if it would serve some useful purpose and if we could

agree regarding the supply of water. In my opinion, the value of the pipeline would not warrant its being shifted; it would have much more value if left in that area, and I will see if that can be arranged.

LEAVING HONOURS CLASSES.

Mr. LOVEDAY: Can the Minister of Education say whether there will be an early announcement regarding the establishment of Leaving Honours classes or their equivalent at various country places, with a view to helping parents decide on the future course for their children in good time?

The Hon. B. PATTINSON: Yes. My regret is that I have not been able to have a decision and an announcement made earlier, but I have been somewhat hampered by having to wait for the report from the Adelaide University which I made available to the House yesterday. As I think I said to the honourable member for Port Pirie in reply to a question yesterday, I hope either next week or the week afterwards to submit the question to Cabinet for decision, because it involves a question of Government policy as to what we should do in the circumstances: whether we should extend the standard of Leaving Honours or its equivalent to the country centres, and, if so, to what centres. At the latest we should arrive at some decision in a fortnight, because I agree with the honourable member that the parents of children affected are anxious to know the policy for next year: whether they are to send their children to board in the metropolitan area or whether any classes will be available to them at or near their centre.

PORT AUGUSTA HOSPITAL.

Mr. RICHES: Has the Minister of Agriculture, in the absence of the Minister of Works, a reply to my recent question about the installation of air-cooling units at the Port Augusta hospital?

The Hon. D. N. BROOKMAN: The Director of Public Buildings reports, regarding the installation of air-cooling units at the Port Augusta hospital:

1. Maternity Section—Wards 1 and 2—Tenders received and being considered for recommendation.
2. Outpatients Department—Tenders close November 8, 1961.
3. Main Theatre—Tenders will be called during November, 1961.
4. Kitchen—Tenders will be called during November, 1961.

Mr. RICHES: I am gravely concerned with the reply about the installation of air-cooling units at the Port Augusta hospital. I point out that the request for air-cooling units in the maternity block was made last February and that requests for information about the progress of this work have been met with evasive replies. A fortnight ago—on October 10—I put a question on notice and the reply then was that tenders for air cooling in the maternity section had been received and were being considered for recommendation. I received exactly the same reply this afternoon. How long does it take to consider these tenders? I was also told on October 10 that tenders for other sections of the hospital would be called within a fortnight. Today I was told that tenders for the main theatre and for the kitchen would be called during November. I am afraid that the department has not taken the situation at Port Augusta seriously enough in view of the extreme heat that we experienced at Port Augusta last week-end. Will the Minister of Agriculture, in the absence of the Minister of Works, use his good offices to ensure that every endeavour is made to give priority to this work? I know that the department has said that it has been handicapped by pressure of other urgent work. I acknowledge that and can understand it, but I urge that priority be given to this work and every endeavour made to get the installations earlier than is indicated from the replies I received this afternoon.

The Hon. D. N. BROOKMAN: I am not sure what I am supposed to reply to, but I assure the honourable member that the Minister is concerned about matters he takes up for the honourable member. I will direct the Minister's attention to *Hansard* so that he can read the honourable member's statement.

MOUNT BARKER RAILWAY EMPLOYEES.

Mr. FRANK WALSH: Has the Minister of Works a reply to my recent question about water services for railway employees at the Mount Barker Junction?

The Hon. D. N. BROOKMAN: My colleague, the Minister of Railways, advises that the tenants of the railway cottages at Mount Barker Junction are in a similar category to a great number of other railway employees in areas remote from a reticulated water supply. The statement that water carried to such cottages was unfit for human consumption apparently referred to one tank of water supplied from the Engineering and Water Supply main, which was discoloured by rust.

Instructions have since been issued with regard to the thorough cleaning of tanks used in this service, and there should be no further grounds for complaint. With regard to the request for a reticulated water service to these cottages, it has been found that the cost of the work involved for any one of the schemes considered is excessive and the expenditure cannot be justified at the present time.

LAND TAX.

Mr. QUIRKE: At the beginning of this session Parliament passed a Bill to amend the Land Tax Act. The amendment gave some concessions to primary producers which involved a form of application. Has the Treasurer any information about the operation of those provisions and can he say whether such forms are available?

The Hon. Sir THOMAS PLAYFORD: As the honourable member may have read in the press, the Executive Council has proclaimed the parts of the metropolitan area that are involved. Landholders affected can now apply, but I point out that a general concession was given to primary producers whose land had an unimproved value of less than £2,500. Those forms are now available at all post offices; in fact, they have been available for some time. It is necessary for a primary producer to complete and return the form before November 15. There is a total concession to the primary producer whose land has an unimproved value of less than £2,500, and there is a partial concession up to £6,250. I am sure that many people will lose the concession simply because they have not taken the trouble to have their land registered with the department as primary-producing land.

WOODVILLE HIGH SCHOOL.

Mr. RYAN: Has the Minister of Education a reply to the question I asked on Tuesday about additions to the Woodville high school?

The Hon. B. PATTINSON: The Director of the Public Buildings Department has informed me that it is expected to call tenders for the new buildings about the end of November, 1961.

MOIETIES.

Mr. LOVEDAY: Has the Minister of Lands a reply to my recent question about road moieties in Whyalla?

The Hon. Sir CECIL HINCKS: The position in the case quoted is that allotment 2673,

town of Whyalla, was gazetted open for application until April 24, 1959, but was not allotted at that time. Subsequently Mr. J. R. Hawkins, who was renting a house (allotment 2414) in Oldridge Street, Whyalla, from the Housing Trust lodged an application for allotment 2673, which was allotted to him from September 1, 1959 under Town Perpetual Lease conditions at a rental of £3 15s. per annum.

In June, 1960, Mr. Hawkins advised the department that he wished to relinquish the block and asked what steps were necessary for cancellation of the lease. He later voluntarily executed a form of absolute surrender before of Justice of the Peace, and the surrender was accepted on August 16, 1960. In December, 1960, this allotment and others were offered for sale by public auction, and allotment 2673 was sold for £200. Several points may be noted:—

- (a) The Whyalla Town Commission appears to have complied with section 319 of the Local Government Act in debiting the charge for road work to Mr. Hawkins as the owner at the time of completion of the work.
- (b) The department is under an obligation in offering land for sale to obtain a fair and reasonable price.
- (c) Mr. Hawkins, in advising his desire to relinquish the allotment, made no reference to having incurred any expense in connection with it, but in any case there is no provision under which the department could recoup him. As stated on October 25, by my colleague, section 233 of the Crown Lands Act sets out how purchase moneys from the sale of such lands are to be credited.

PETHICK ESTATE.

Mr. FRANK WALSH: Recently I have asked the Premier questions about a proposed national reserve at Pethick Estate, Oaklands Park. I understood that the Premier was going to take the matter up with the Director of the Tourist Bureau to ascertain whether the local council might be able to develop that area more efficiently than the Tourist Bureau. Has the Premier anything to report? If not, will he be able to inform me later of Cabinet's decision and whether the council will be involved in any expenditure for the purchase of the land?

The Hon. Sir THOMAS PLAYFORD: This is not a simple matter as many similar areas are also being considered at present. I have

discussed the general question on two or three occasions with the Director of the Tourist Bureau and we are seeking the best and most effective means of controlling these areas. If they are handed over to the local councils I do not think the councils will be charged for them. The land has been purchased and has been set aside for such purposes. I will inform the Leader as soon as I get a firm decision.

SEMAPHORE SOUTH SEWERAGE.

Mr. TAPPING: A few weeks ago I asked the Minister of Works a question in which I indicated the need for sewerage the Semaphore South area, which has developed greatly in the last three or four years, and said that Ocean Development Limited was to commence a £1,000,000 building project which would be acceptable to the area and which would require sewerage. In his reply the Minister said that the scheme was too costly and that the development company would have to make a substantial grant towards the cost of a scheme. In the *Messenger* last week it was reported that the manager of that company had said that arrangements had been made with the Engineering and Water Supply Department for a sewerage scheme for the project; that was different from what the Minister told me. Will the Minister of Agriculture take up this matter with his colleague?

The Hon. D. N. BROOKMAN: I shall be pleased to do so.

COUNTRY SCHOOLS.

Mr. QUIRKE: In the absence of the Minister of Works, has the Minister of Agriculture a reply to a question I asked on October 25 about improvements to the Mintaro, Black Springs, Burra, Booborowie and Mannanarie schools?

The Hon. D. N. BROOKMAN: The Director of Public Buildings reports that funds for these types of works are heavily committed for this financial year and that it is not possible to give an anticipated date when the work will be carried out until it is known what funds are available for minor works towards the end of the current financial year and on the 1962-63 Estimates. Progress on these requests is as follows: Mannanarie school, septic system, bore, tank and stand and additional toilets; Booborowie school, repairs to paving and fencing; and Mintaro school, new toilet, septic system, bore, tank and stand. The proposals have been investigated and schemes recommended at estimated costs of £1,829, £1,383 and £2,595 respectively; they are being considered in relation to the availability of funds.

Fencing at the Black Springs school will be carried out by the Finsbury works branch towards the end of 1961 or early 1962 in conjunction with other work in the area; paving will be considered with the next group scheme in this locality; the scheme relating to the bore is being investigated, and advice has been received from the Mines Department that the cost of the bore will be £1,100. An overall scheme for site works at the Burra school for fencing, retaining wall, paving, etc., is being investigated. The detailed estimated cost is not yet known, but it is expected that it will be about £1,000.

STATE BANK ADVANCES.

Mr. FRANK WALSH: Is the Premier able to say whether there has been any backlog in approving applications for finance by the State Bank of South Australia; whether allocations made to the bank for this financial year are being readily absorbed; and whether any waiting list is likely to cause hardship to applicants?

The Hon. Sir THOMAS PLAYFORD: The State Bank divides the total amount allocated to it on a monthly basis. By this means, it can maintain a steady building programme and at the same time ensure that it has the money coming in to satisfy the advances made. The bank does not get all its money at the beginning of the year; the money comes to it through the year. My last information was that it had more applications than it could deal with quickly, so there was some lag. The terms under which the bank is making the money available are most favourable compared with those of the Commonwealth Bank, which advances less. A person wanting to purchase a house wants to get £3,000 if he can; £2,500 is not enough in many instances to enable him to go ahead with building. As the State Bank is providing a bigger advance, pressure is always on it. I imagine the backlog is probably five or six months, but I shall check and advise the Leader by letter.

KAROONDA AREA SCHOOL.

Mr. STOTT: A considerable time ago, when the Karoonda area school was established, it was understood that, although it comprised many temporary weatherboard buildings, these would be replaced as they were only for a temporary purpose, but they are still there. Will the Minister of Education consider redesigning this school, as enrolments are increasing? I think it is high on the list of school buildings to be removed as these buildings become very hot in the summer.

The Hon. B. PATTINSON: I shall be pleased to do so. I emphasize what I have said on many occasions: that the Government desires to get away from prefabricated temporary classrooms as soon as possible. The Government hoped that this year it would not build any more but would instead be constructing solid construction buildings. Unfortunately, because of urgency in new areas, it has been necessary to continue with temporary prefabricated classrooms. We do not want to have any whole schools of this type if that can be avoided, and I agree that it is time that the Karoonda area school was looked at. I shall be pleased to do that during the recess.

FORBES PRIMARY SCHOOL.

Mr. FRANK WALSH: This morning I received a letter from representatives of the Forbes primary school, who said that they had asked the Director of Education to provide verandahs or over-ways to go to classrooms but that this request had been refused. They have asked me to ascertain whether suitable land could be obtained for another school to relieve both that school and the Ascot Park school and whether any more solid construction buildings will be constructed at Forbes school in place of the portable buildings there now. Will the Minister of Education answer their queries?

The Hon. B. PATTINSON: I have said more than once that I consider that the Forbes primary school is far too large. I think it has nearly 1,800 pupils, which is far too many for any school and for any head of a school to administer. I think also that there are far too many timber classrooms there. I should like to see the school divided. I promised the Leader a few weeks ago that investigations would be made into the selection of another site in an adjacent area. I know that investigations did proceed, and I have inquired from time to time as to their progress. Unfortunately the Property Officer of the department has been away on leave and that has caused some arrears in investigations, and owing to the pressure of Parliamentary duties I have not seen much of the Director of Education for some time, I am sorry to say. However, I shall be seeing much of him during the next week or so, and this is one matter I desire to discuss with him in some detail in an endeavour to arrive at some early finality as to the future of the Forbes school.

PUBLIC WORKS COMMITTEE REPORTS.

The Speaker laid on the table the following final reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Mitcham (Daws Road), Flinders (Underdale) and Modbury High Schools, Findon High School Additions and Marion High School Additions, Port Lincoln High School Additions, Kidman Park Boys Technical High School, Mitcham Girls Technical High School (Additions), and Port Pirie Technical High School, Geranium Area School.

Ordered that reports be printed.

PARLIAMENTARY PAPERS.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) moved:

That it be an order of this House that all papers and other documents ordered by the House during the session, and not returned prior to prorogation, and such other official reports and returns as are customarily laid before Parliament and printed, be forwarded to the Speaker in print as soon as completed, and if received within two months after such prorogation, that the Clerk of the House cause such papers and documents to be distributed amongst members and bound with the votes and proceedings; and as regards those not received within such time that they be laid upon the table on the first day of next session.

Motion carried.

PRICES ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

SCAFFOLDING INSPECTION ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

WORKMEN'S COMPENSATION ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

ALCOHOL AND DRUG ADDICTS (TREATMENT) BILL.

In Committee.

(Continued from October 31. Page 1657.)

Clauses 5 to 12 passed.

Clause 13—"Admission of patients on application."

Mr. MILLHOUSE: I move:

In subclause (2) to strike out "a certificate" and insert "certificates".

I have several other consequential amendments.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): The purpose of the honourable member's amendments is to make it necessary to have certificates from two medical officers instead of only one. I accept the amendment.

Amendment carried.

Mr. MILLHOUSE moved:

In subclause (2) to strike out "a" and insert "two"; to strike out "practitioner" first occurring and insert "practitioners"; to strike out "not" first occurring and insert "none of them"; and to strike out "practitioner has" and insert "practitioners have".

Amendments carried; clause as amended passed.

Clause 14—"Persons convicted of certain offences may be released upon recognizance or committed to alcoholics centre".

Mr. DUNSTAN: I move:

Before "the court may" in subclause (1) to insert "and the court is satisfied by evidence on oath that that person is an addict".

The purpose of this amendment is to see that, where a court is going to require anyone to enter into a recognizance to enter an alcoholics centre for treatment and it does so on one conviction involving drunkenness, or on one conviction for an offence not involving drunkenness but where the person concerned was under the influence of alcohol at the time, then, before the court should be able to require that person to enter an alcoholics centre, it should be convinced that he was an addict. It should not be sufficient for a court to require of the man as an alternative to the sentence that he enter into a recognizance to enter an alcoholics centre merely upon one isolated conviction involving drunkenness or in a case where the person committed an unrelated offence but was under the influence of alcohol.

It may be said that this is a case where it should be left to the discretion of the court but, after all, this committal or recognizance could take place where two justices of the peace, who might have strict views about the consumption of alcohol, were sitting as the court concerned. The views of the Law Society's Legislation Committee, which have now been made known to the Premier, are that, before an order is made under section 14, the court should be satisfied that the person is an addict in all cases. That should be so. After all, it is only for the purpose of dealing with addicts that this Bill is being brought in, and that safeguard should be there. I do not think it will hamper the court as long as it is satisfied that the man is an addict.

A court has considerable power to induce a person to enter into a recognizance because the alternative is a heavy penalty. So there is a great deal hanging over his head if he chooses not to take the advice of entering into a recognizance.

The Hon. Sir THOMAS PLAYFORD: I do not object to this amendment. It provides a safeguard against any malpractice or mistake that may arise. It does not impair the operation of the Bill. On the other hand, it provides an additional safeguard. I accept this amendment, and the next one to be moved.

Amendment carried.

Mr. DUNSTAN moved:

After "such a kind" in subclause (2) (b) to insert "and is an addict".

Amendment carried; clause as amended passed.

Clauses 15 to 24 passed.

Clause 25—"Discharge of patients admitted under section 13."

The Hon. Sir THOMAS PLAYFORD: I move to insert the following new subclauses:

(4) A patient admitted to an alcoholics centre upon the application of a person mentioned in paragraph (b), (c), or (d) of subsection (1) of section 13 of this Act shall be forthwith discharged from that centre or from any other centre to which he had been transferred under this Act if a special magistrate—

(a) upon the application in writing of that patient or of some other person on his behalf; and

(b) after inquiring into the application and into the circumstances of his admission or detention in that centre,

considers that he is not an addict and orders his immediate discharge.

(5) The superintendent of an alcoholics centre shall provide such facilities as are necessary to enable a patient to make an application under this Act for his discharge from a centre and to appear before a special magistrate, court or judge, as the case may be, in connection therewith.

(6) Where—

(a) a special magistrate dismisses an application made by or on behalf of a patient under subsection (4) of this section; or

(b) a court or judge dismisses an application made by or on behalf of a patient under subsection (1) of section 26 of this Act,

no further application shall be made under that subsection by or on behalf of that patient within a period of six months after the date of such dismissal.

The amendment provides an effective way for a person who has been taken to a centre for treatment to have his case placed before a magistrate, and the magistrate may order his

immediate release from that centre. It is the most effective way I have been able to discover of having this matter tested.

Amendment carried; clause as amended passed.

Clauses 26 to 34 passed.

Clause 35—"Supply of alcoholic liquor, etc., prohibited."

Mr. DUNSTAN: The Legislation Committee of the Law Society has objected that the onus of proof in subclause (2) is unreasonable unless the persons referred to in subclause (1) are known to the supplier by some personal association. I do not think the provision goes as far as that committee thinks. It is desirable to prohibit the supply of alcoholic or intoxicating liquor or specified drugs to those people referred to in subclause (1) and the question of knowledge of whether those people are persons committed or released in the manner prescribed will be peculiarly within the mind of the person to be charged. I do not think there will be any difficulty in that person's proving to the court the excuses provided in subclause (2). It is highly unlikely that he would be charged if he explained the position to anyone who was likely to charge him. Some onus must be placed on people who supply alcoholic or intoxicating liquor to people in this category, and I do not think the transfer of the onus in this clause is a grave departure from the practice that has been adopted of requiring a person to discharge an onus where the knowledge is peculiarly within his own grasp.

The Hon. Sir THOMAS PLAYFORD: This type of provision often causes trouble. However, this is new legislation—I do not think any other State has similar legislation—and it is somewhat experimental. I suggest we leave the provision as it is and if problems arise we can then deal with them.

Clause passed.

Clauses 36 to 42 passed.

Clause 4—"Interpretation"—reconsidered.

Mr. DUNSTAN: I have on file the amendment I moved, but as the Premier's amendment, also on file, is in substantially the same terms I am content to ask leave to withdraw my amendment.

Leave granted; amendment withdrawn.

The Hon. Sir THOMAS PLAYFORD: I move:

After "excess" to add "and who is thereby at times—

- (a) dangerous to himself or others; or
- (b) incapable of managing himself or his affairs".

This is substantially the same as Mr. Dunstan's amendment, but the inclusion of the words "and who is thereby at times" clarifies whether or not a man is able to manage his affairs always or at times.

Mr. DUNSTAN: When we previously debated this matter we were apparently at cross purposes because my amendment actually contained those words. Where the Premier's amendment differs from mine is that he has included the paragraph symbols (a) and (b).

Amendment carried; clause as amended passed.

Schedule and title passed.

Bill read a third time and passed.

INFLAMMABLE LIQUIDS BILL.

Adjourned debate on second reading.

(Continued from November 1. Page 1746.)

Mr. TAPPING (Semaphore): I support the Bill which, although not controversial, is a major measure. However, I take exception to some parts of clause 11, which refers to supervision of registered depots constructed by oil companies throughout South Australia. This clause provides that it shall be mandatory to have a watchman if the depot or storage installation has a capacity of over 1,000,000 gallons. Along the shores of the Port River, in the Birkenhead area, many companies have installations, almost all of which contain over 1,000,000 gallons, so it would be mandatory in each case for a watchman to be on duty.

Some years ago it was the custom for a watchman to be on continuous duty as a watchman, but in recent years the regulation has been varied to allow watchmen to do this work part-time. These men also carry out duties as clerks or storemen. I think it is a retrograde step to allow a part-time man to do this work, because, if a fire occurred at Port Adelaide or any other place where these installations are situated, great damage could be done. I ask the Government to consider this matter, if not now, next year. Because of the volume of spirit stored and the increasing demand for petrol, we should ensure that a watchman is on duty continuously; it could be dangerous to have only a part-time man. From my observations I know that watchmen spend five or six hours a day acting as watchmen and that they do other work for the rest of the working day. No doubt this is economical for the employer but it could be disastrous for the community. I ask the Government to provide that a watchman shall be only a watchman and not have any other minor duties to perform.

Clauses 14 and 15 refer to powers when liquids are conveyed by pipeline. In this progressive age, this method will be used a great deal. A pipeline 14 miles long will be constructed between the Port Stanvac refinery and Birkenhead. These two clauses empower the Chief Inspector of Factories and his staff to approve of a pipeline and inspect it when it is being used for pumping. These provisions will make us feel safe, as it is abundantly clear that the Chief Inspector and his officers will police the matter. When the pipeline is constructed, it will go for 14 miles under roads and pathways and pass through many districts. I am sure that the Chief Inspector and his staff will carry out their duties satisfactorily and protect the people.

It is generally recognized that the use of petrol is increasing almost daily and that petrol will continue to play a major part in the business and general life of the community. When speaking about this matter some years ago, I said it would be fitting for the installations at Birkenhead (and there are many) to be transferred further downstream. I then mentioned the Greater Port Adelaide Plan enunciated in 1949 by Sir Malcolm McIntosh, who played an excellent part in the politics of this State, particularly as Minister of Marine. In 1949, Sir Malcolm announced plans for the Greater Port Adelaide Plan and, regarding the oil aspect, a later report stated:

In 1950 it was impossible to foresee the phenomenal rise that was to take place in the size of the ocean-going oil tankers. The depth of water needed for these great ships, some 40ft. and upwards, has changed the outlook completely on the siting of refinery berths. In most ports it would involve exorbitant costs in dredging existing channels and harbour waters and Port Adelaide is no exception. This consideration has been the prime factor in the choice of a site on the open coast south of Hallett Cove for the large refinery to be established in South Australia. Here an open buoyed berth is planned, relatively close to the shore, at which the natural seabed depths are great enough for the largest tankers now contemplated.

As a consequence, the board's oil refinery project at Pelican Point, on the great bend of the Port River, has become redundant. The whole pattern of the oil trade within Port Adelaide is now in the melting pot as the supplies of refined products could reach the oil distributing centres at Birkenhead by several means, pumping being one possibility. It could well be that oil tankers using the Port River will almost disappear and, in view of this, the project for providing an isolated and risk-free oil dock at Pelican Point has receded in importance and must remain so until all the relevant factors have crystallized with the passage of time. As a result no work has been attempted on the oil zone during the review period but

there is no doubt that the tidal and low-lying land set aside for this project must be reclaimed and raised above extreme water levels as it will certainly be needed for other industrial development.

Last night I planned that when I spoke today I would complain of the continuance of the oil installations at Birkenhead, for it was planned years ago that they would be taken down to Pelican Point, which is about a mile this side of the Outer Harbour in the Port Adelaide river. It will be quite obvious to members that with the placing of them there the danger that now exists at Birkenhead because of the concentration of industry, housing and population will be removed. Therefore, I was very pleased to read an article in yesterday's *Advertiser*, under the heading "Outer Harbour Work on Oil Berth", which states:

Work has begun on conversion of No. 4 berth, Outer Harbour, to an oil berth. A new floor is being laid in the sheds and other alterations will be made so the shed can be used for ordinary cargo and in connection with the oil berth. An oil pipeline will be run from the berth to Pelican Point, where the first new oil installation is likely to be built.

That convinces me beyond any doubt that the Harbors Board and the Government are now serious in their endeavours to take the installations downstream to Pelican Point. I hope that the first one will be constructed very soon, and that as the years go by the other installations will be gradually transferred. I commend the Bill to the House, but I should like the Government to consider having full-time rather than part-time watchmen.

Mr. HALL (Gouger): I agree with the Bill with one or two exceptions. This is a measure which, as the Premier said when introducing it, brings up to date legislation that has now been outgrown by many technological and trade advances. I consider that a drafting amendment is necessary in clause 6, which uses the words, "subject to section 8", whereas clause 8 commences by saying "Except as provided in section 6". I have pointed this out to the Premier, and he has agreed to bring up an amendment to clarify the position.

The second matter upon which I cannot agree is also contained in clause 6, which fixes a minimum of 1,000 gallons, which would apply to agricultural property consisting of five acres or 5,000 acres; no allowance is made for a property on which there may be two or three homesteads under one ownership. When I first viewed this clause it looked very restrictive indeed. However, I have since found that diesel fuel does not come within the ambit of this Act because it is beyond the designated

flash point. Nevertheless, I should be surprised if there were not some properties in South Australia which would wish to keep, for agricultural purposes, more than 1,000 gallons of fuel, and those properties would come within the meaning of this Act. Therefore, at the appropriate time I will move an amendment to have that amount increased. Otherwise, I entirely agree with the Bill.

Mr. QUIRKE (Burra): I have the same objection as the member for Gouger: the limitation of 1,000 gallons is altogether too severe. Big properties habitually carry more than 1,000 gallons, and even though diesel fuel is exempt I do not see any reason why, in the wide open spaces, there should be any restriction at all. A man might have a container on his property big enough to take 5,000 gallons. Why should we refuse him that opportunity? I do not think that a larger quantity of fuel stored in one place would be any more dangerous than 1,000 gallons. Assuming that some restriction is necessary because it is inflammable fuel, the allowable overall amount should be more than 1,000 gallons. I do not know what the member for Gouger has in mind in his amendment, and I will wait until he presents it. In the meantime, I support the Bill with that reservation.

Bill read a second time.

In Committee.

Clauses 1 to 5 passed.

Clause 6—"Keeping of inflammable liquid."

The Hon. B. PATTINSON (Minister of Education): I move:

To strike out "subject to section 8".

This is merely a drafting amendment.

Amendment carried.

The Hon. B. PATTINSON: I move:

After "twelve and a half gallons" to insert "and".

This is also a drafting amendment.

Amendment carried.

Mr. HALL: I move:

After "gallons" in subclause (4) to insert "of each class of inflammable liquid".

This amendment would remove any restriction that would apply under the existing wording, although it would not increase the permissible amount of petrol on a property. At present a 1,000 gallon minimum applies on a property. By my amendment one can still have only 1,000 gallons of petrol on his property, although he could also have 1,000 gallons of kerosene or any other liquid coming within this legislation.

This amendment will prevent people from breaking the law, for many properties are at present contravening the provisions of the legislation.

Mr. QUIRKE: I support this amendment, which eases the general position. One can still have 1,000 gallons of petrol and 1,000 gallons of something else. If anything, the amendment errs on the side of not doing enough.

The Hon. B. PATTINSON: I should have liked a wider expression of opinion, particularly from the country members of the Committee, because I understand we are seeking to amend something that has been the law for nearly 30 years; it has been in the Act since 1933. The two honourable members who have spoken do not seem to have made very powerful pleas for this fairly major amendment. I do not know whether theirs were just two voices crying in the wilderness. I should like other opinions on the amendment.

Mr. HEASLIP: I did not speak because I did not anticipate any objection to this amendment. Today, our farms are highly mechanized and the tractors drink the fuel (mostly kerosene or diesel fuel) in huge quantities. Most big farms get their fuel in bulk and keep it in underground storage. The result is that many people today are, unconsciously and unwittingly, breaking the law, and that is not a good thing. Years ago the position was all right but, with our vastly increased mechanism and storage of fuel, this amendment is desirable.

Mr. HUGHES: I support the amendment, representing as I do one of the largest agricultural districts in the State. Because of the huge increase in mechanization, I see no harm in the amendment. If 1,000 gallons of petrol was allowed 30 years ago, vastly more than that should be allowed today.

Mr. SHANNON: I add my support to the amendment. It is a protection from any danger from the storage of petrol if the conditions laid down in the Bill are observed. Whatever quantity of fuel is involved, if an accident occurs it is serious, for there is great danger from even a small volume of this highly inflammable fuel. This amendment will not benefit my own electorate as we are comparatively near the sources of supply but, where those sources are not so convenient, it may be that a full tank of petrol or kerosene could be delivered more cheaply to a person far away than if he bought the fuel in parcel lots. There is no greater danger involved in storing more than 1,000 gallons of petrol. The amendment involves no risk. The member for Rocky

River can increase his storage if he wants to. Huge quantities of fuel are used on large farms as nearly everything is mechanized.

Mr. CASEY: I support the amendment. In the inside country, where depots are close to farms, it is not practical for farmers to have large storages. However, as Mr. Shannon said, in the remote areas where there are large, highly mechanized pastoral holdings it is desirable to provide increased storages, particularly as jeeps and land rovers are constantly used and sufficient fuel must be available always.

Mr. NANKIVELL: I, too, support the amendment. Almost all oil firms provide customers with standard type bulk containers of 500 to 1,000-gallon capacity. It is quite common for farmers to have innumerable drums of petrol as well as 1,000 gallons of kerosene. As the Bill stands, anyone with more than 1,000 gallons of fuel on his property would be infringing the law, thus many people continually break the law. In few instances during seeding or at harvest time would there be less than 1,000 gallons of fuel on a property. I doubt whether farmers would know that they are restricted in the quantity they can store on their properties.

Mr. JENKINS: I support the amendment, although it would not have much effect in my electorate because it is near the source of supply. However, remoter areas would require additional storage. My only criticism is that the amendment limits the quantity to be stored to 1,000 gallons of each class of fuel and a landholder might want to store 1,500 gallons of petrol and 500 gallons of kerosene. However, I support the amendment because it will help prevent people from breaking the law in future.

Mr. LOVEDAY: In my electorate are many pastoralists who own not only minor mechanical equipment and motor vehicles, but tractors and even aeroplanes. I am sure they would be greatly handicapped unless they were allowed latitude in the quantity of fuel they could store. I support the amendment.

Mr. HALL: As I thought that the amendment would be acceptable to members and that there would be no argument about it, I did not prepare a case for it as I might otherwise have done. However, as requested by the Minister, country members have expressed their opinion of the amendment and I thank them for their support.

The Hon. B. PATTINSON: The widespread admission by country members that primary producers are breaking the law does not prevail with me, because I do not think the role

of a legislator is to protect law-breakers but is exactly the opposite. On the other hand, we are nearing the end of the session and the Christmas spirit is prevailing, so I am inclined to be in a generous mood. The Government's advisers have not recommended any change and I am sure, if asked, they would advise against the amendment because provision is made whereby a primary producer can store more than 1,000 gallons of fuel if he is registered. If he obtains approval for an underground tank he can keep as much fuel as he likes and the sky is the limit. That may be prophetic and some primary producers might blow their tops out on their farms the same as they do when they come into this House. I asked for an expression of opinion from members—particularly primary producers—and, as usual, they will have their way.

Amendment carried; clause as amended passed.

Clause 7 passed.

Clause 8—"Approval of depots for keeping inflammable liquids."

The Hon. B. PATTINSON: I move:

In subclause (1) to delete "Except" and insert "Subject to the exceptions".

This is a drafting amendment.

Amendment carried; clause as amended passed.

Clauses 9 and 10 passed.

Clause 11—"Supervision of registered depots."

Mr. TAPPING: Subclause (1) (a) provides that any person keeping a registered depot where more than 1,000,000 gallons of inflammable liquid is kept shall appoint persons for the adequate supervision of the depot at all times to act as watchmen; subclause (2) provides that subclause (1) shall be deemed to permit the appointment of persons to act as watchmen who are also required to perform duties other than that of acting as watchmen. These subclauses are inconsistent.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): This clause has a history, and was the subject of considerable discussion at some time. During the recess I shall have the matter investigated and if, after the Chief Inspector reports on measures taken, it is necessary to amend it, an amendment can be introduced next year.

Clause passed.

Remaining clauses (12 to 34) and title passed.

Bill read a third time and passed.

ROAD TRAFFIC BILL.

Consideration in Committee of the Legislative Council's amendments:

No. 1. Page 9, lines 32 and 33 (clause 21)—Leave out "or a pedestrian crossing marked in the vicinity of a school".

No. 2. Page 11, line 35 (clause 28)—Leave out "Minister" and insert "Board".

No. 3. Page 11, line 36 (clause 28)—Leave out "the Board's" and insert "its".

No. 4. Page 11, line 36 (clause 28)—Leave out "Minister" and insert "Board".

No. 5. Page 11 (clause 28)—After paragraph (b) of subclause (2) insert new paragraph (c) as follows:—

"(c) shall reconsider its previous decision; and".

No. 6. Page 12, line 1 (clause 28)—Leave out "(c)" and insert:—

"(d) shall report to the Minister who".

No. 7. Page 12 (clause 28)—After subclause (2) add the following subclause:—

"(3) Before affirming or reversing a decision of the Board or approving of any alternative proposal under this section, the Minister shall give the Board and the authority an opportunity of making representations to him thereon".

No. 8. Page 19, line 24 (clause 46)—After "offence" insert "a fine of the said amount or".

No. 9. Page 19, line 25 (clause 46)—After "for" insert "not more than".

No. 10. Page 19, lines 25 and 26 (clause 46)—Leave out "either with or without a fine of the said amount" and insert "or both such a fine and imprisonment".

No. 11. Page 22, lines 4 and 5 (clause 49)—Leave out "or a pedestrian crossing marked in the vicinity of a school".

No. 12. Page 22, line 7 (clause 49)—After paragraph (c) insert new paragraph (c1) as follows:—

"(c1) Fifteen miles an hour on a portion of a road within seventy-five feet of a pedestrian crossing which is in the vicinity of a school and on which flashing lights are for the time being in operation; or".

No. 13. Page 22, lines 11 and 12 (clause 49)—Leave out paragraph (e).

No. 14. Page 33, lines 6 to 10 (clause 82)—Leave out the words "a part of a road which a council has by resolution declared to be a place where vehicles may stand and which is marked with signs or lines so as to indicate spaces for or permit vehicles to stand at an angle to the kerb or footpath" and insert "any place or at an angle, if the vehicle is so standing in accordance with any by-law or resolution passed by a council and for the time being in force, or in accordance with a direction indicated by any line, sign, or notice marked or erected by a council".

No. 15. Page 34, line 14 (clause 84)—Add the following word and paragraph:—

"or

(d) that the vehicle is an omnibus owned or licensed by the Municipal Tramways Trust and has stopped on the

bridge or culvert at a stopping place appointed by that Trust".

No. 16. Page 45, line 24 (clause 127)—At the end of subclause (2) add the following passage and subclauses:—

"which shall comprise respectively a service brake and an emergency brake as defined in this section.

(2a) A service brake is a brake which—

(a) is applied by a foot pedal; and

(b) operates directly on road wheels and not on the transmission; and

(c) if on a motor vehicle manufactured after the commencement of this section, operates on all the road wheels of the vehicle.

Provided that a service brake on a vehicle having an articulated track in lieu of road wheels may operate on the transmission.

(2b) An emergency brake is a brake which—

(a) is applied either by a hand lever or foot pedal; and

(b) is fitted with a ratchet or other locking device capable of holding the hand lever or foot pedal in any position; and

(c) operates on road wheels or transmission by direct mechanical action without the intervention of any hydraulic, electrical, or pneumatic device; and

(d) is a retaining brake".

No. 17. Page 45, lines 25 to 40 (clause 127)—leave out subclauses (3) to (7).

No. 18. Page 46, line 18 (clause 130)—Leave out "operated by a foot pedal" and insert "comprising a service brake".

No. 19. Page 46, line 27 (clause 130)—Leave out "operated by a hand lever" and insert "comprising an emergency brake".

No. 20. Page 46, lines 37 and 38 (clause 130)—Leave out paragraph (c).

No. 21. Page 53, lines 42 and 43 (clause 158)—Leave out "the unladen weight of which exceeds two tons, or a tractor".

22. Page 53 (clause 158)—After subclause (1) insert new subclause (2) as follows:

"(2) The Board may grant to any person a permit permitting any vehicle, irrespective of its unladen weight, to be driven for the purpose of towing two trailers or other vehicles. Any such permit may be general, conditional or restrictive as to time place or circumstances and shall render lawful the towing of two trailers or other vehicles in accordance with its terms".

No. 23. Page 59, line 5 (clause 168)—After "order" insert "(i)".

No. 24. Page 59, line 7 (clause 168)—After "licence" insert—

"and

(ii) may if it thinks fit order that the person so disqualified shall not at the end of the period of disqualification or upon the removal of the disqualification be granted a driver's licence until he passes a driving test

as prescribed by section 79a of the Motor Vehicles Act, 1959-1960”.

No. 25. Page 59 (clause 168)—After subclause (2) insert new subclause (3) as follows:

“(3) Where an order is made requiring a person disqualified under this section to pass a driving test before being granted a driver’s licence, his disqualification shall continue until the expiration or removal of the disqualification or the passing of the test whichever last occurs”.

No. 26. Page 59, line 22 (clause 169)—Leave out section 64 (right of way at give way signs).

No. 27. Page 59, line 29 (clause 169)—After the word “court” insert the words “at the hearing of a complaint for any offence mentioned in subsection (1) of this section”.

Consideration of amendment No. 1 deferred.

Amendment No. 2.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): As amended by amendments Nos. 2 to 7, the Bill provides that the board must on application by an interested authority review its decision and report to the Minister, who will give a final decision; but a new subclause has been inserted saying that before giving his decision the Minister must give the appellant and the board an opportunity to submit information and arguments. The Government asks that these amendments be accepted as a satisfactory compromise between the ideas of the two Houses. If the Minister had to hear every case that arose he would become a full-time adjudicator, because there would be no end to the matters coming before him. What is suggested now is that if there is an appeal against the board’s decision it will go back to the board to be reconsidered. If the board does not then grant the request the matter will then go to the Minister, who must hear the views of both sides before making a decision. I think it is a fair compromise, and I ask that the Committee agree to the amendments.

Mr. FRANK WALSH (Leader of the Opposition): When the Bill was previously before members, members on this side objected to the fact that appeals by traffic authorities against the Road Traffic Board’s decision were to go before the same board. The effect of the proposed amendments is that in the first instance appeals are to go back to the same board. However, there are stipulations that the board shall reconsider its decision and report to the Minister, who may give his decision as he thinks fit. By amendment No. 7, it is provided that before the Minister gives his decision he shall give the board and the authority an opportunity of making representation

to him. With these amendments, I believe that we will achieve the desirable end that we were previously seeking. At the same time, the responsible Minister will not be over-burdened with details surrounding appeals, but rather he will have administrative oversight of the board and the board will carry out the machinery functions of the intentions of clause 28. Therefore, I am in favour of the amendments, but I would not favour them if they were accepted on only a piecemeal basis.

Mr. RYAN: As the mover of an amendment along these lines when the Bill was before members, I also agree to the amendments. I consider that originally an authority had no direct access to the Minister; after it had appealed to the board and the board has dismissed its case or did not agree with its request, the authority had no further redress and no direct access to the Minister. Although the amendment has come back in a different form, it still achieves the same result, and the authority, if it is dissatisfied on a second appeal to the board, will have the right to put its case to the Minister.

Mr. LAÜCKE: I am now content with the clause as it incorporates the proposed amendments. Those amendments now give recourse to the Minister, who shall hear both the appellant and the board and give a final decision. I therefore accept the amendments.

Amendment agreed to.

Amendments Nos. 3 to 7 agreed to.

Amendment No. 8.

The Hon. Sir THOMAS PLAYFORD: Amendments Nos. 8 to 10 deal with the penalty for a second offence of dangerous driving. Under the present law the court has a discretionary power to impose imprisonment for this offence, but imprisonment is not compulsory. The Government did not intend to alter this penal provision by the Bill, but it was argued in the Council that the Bill might be construed as making it compulsory for the court to impose imprisonment, even if only for a nominal term. These amendments were drafted to remove any doubts about this matter and make it clear that imprisonment is optional. I recommend that amendments Nos. 8 to 10 be accepted.

Mr. FRANK WALSH: I cannot agree with the amendments. The effect is that the court may award a fine for a second or subsequent offence of dangerous driving. I believe this is contrary to the original intentions of the Bill, and I consider that it should be left as it was when it left this House. I oppose the amendment.

The Hon. Sir THOMAS PLAYFORD: I think every honourable member will agree that a cast-iron provision to compel a magistrate to do something can be a dangerous one. On many occasions members have come to me and pointed out that with what may be regarded as a technical or trivial offence there has been some difficulty because we had provided for a compulsory penalty. This amendment only re-states the law as it is at present and does not mean that a magistrate cannot give imprisonment; he can give imprisonment if the circumstances warrant it. It enables him to impose a fine or give imprisonment, as he believes the case necessitates. I suggest that that is a fair and reasonable proposition. Judges and magistrates are well versed in knowing what is a serious and flagrant offence. They will see that the law is maintained.

Amendment agreed to.

Amendments Nos. 9 and 10 agreed to.

Amendment No. 11.

The Hon. Sir THOMAS PLAYFORD: Amendments 11 and 12 are related to amendment 1 and prescribe a speed limit of 15 m.p.h. for vehicles within 75ft. of a street crossing while the lights are flashing. The amendments are in accordance with the desire of the Committee, as I understand it to be, and I recommend them for acceptance.

Amendment 1 of the Council provides as follows: Clauses 21 and 49 as originally introduced were added to in the House of Assembly in order to provide for a speed limit of 15 m.p.h. at school crossings whether alongside a school or elsewhere. The Assembly's amendments proposed that "school" signs be erected at these crossings additional to the existing warning signs and, when a "school" sign was erected, the speed limit of 15 m.p.h. would apply on the "portion of the road abutting the school crossing". These amendments have been amended in the Council in two ways. Firstly, the provision for erecting "school" signs at these crossings has been deleted. This does not mean that "school" signs as we know them in the country are deleted; it is only school signs with the flashing lights and where there is also the precautionary sign "school ahead". It only removes the necessity of providing three warnings. It does not interfere with the provision of country signs, which are as they were before; it deals only with the case of the flashing lights and the "school ahead" sign

School crossings are at present indicated by warning signs and flashing lights, and additional signs would introduce an unnecessary complication. The proposed speed limit can be introduced without them. The other amendment, which is in clause 49 but which is associated with the amendment in clause 21, provides that the 15 m.p.h. speed limit at the school crossings will apply on those parts of the road that are within 75ft. of the crossing, and will be in force only when the crossing lights are flashing. The amendments of the Council appear to be in harmony with the intention of the House of Assembly but carry out the intention in a simpler way, and by a more specific rule. It is suggested that the amendment to clause 21 be now accepted with a view to accepting later on amendments Nos. 11 and 12 to clause 49. I move that amendments Nos. 11 and 12 be accepted.

Mr. FRANK WALSH: Amendment 12 is important. When this Bill left this House, I said that honourable members had received letters of the kind I had received from the Public Schools Committees Association asking for protection for children crossing on a pedestrian crossing on a main road. There are many important schools with no land abutting the main road. If a school, irrespective of where it is, has any land abutting a road on which the traffic is busy, immediate provision is made but, because a school happens to be off or behind the main road, there is no provision, and that is the reason for this amendment. I am concerned about the school that has a pedestrian crossing near it with no flashing lights. The Legislative Council's amendment reads:

Fifteen miles an hour on a portion of a road within 75ft. of a pedestrian crossing which is in the vicinity of a school and on which flashing lights are for the time being in operation; or

I consider that the amendment should be amended to insert after the word "road" first appearing the words "which is indicated by signs bearing the word 'school' or 'playground' and is". Then we strike out "on which flashing lights are for the time being in operation" and insert in lieu thereof "at a time when children proceeding to or from the school are on that portion of the road", and we get to what we are trying to achieve. It will then read:

Fifteen miles an hour on a portion of a road which is indicated by signs bearing the word 'school' or 'playground' and is within 75 feet of a pedestrian crossing which is in the vicinity of a school, and at a time when children proceeding to or from the school are on that portion of the road."

We should not strike out the last part of sub-clause (1) of clause 21, namely "or a pedestrian crossing marked in the vicinity of a school"—

The Hon. Sir THOMAS PLAYFORD: May I deal with this? I point out to the Leader that the circumstances he has mentioned are dealt with adequately in clause 49 (c), which states:

Fifteen miles an hour on a portion of a road which is indicated by signs bearing the word "school" or "playground" and abuts on the school or playground, or a pedestrian crossing marked in the vicinity of a school at a time when children proceeding to or from the school or playground are on that portion of the road; or

The Council's amendment is to provide for circumstances relating to a controlled flashing light crossing.

[*Sitting suspended from 5.33 to 7.30 p.m.*]

Consideration of amendments Nos. 11 and 12 deferred.

Amendment No. 13.

The Hon. D. N. BROOKMAN (Minister of Agriculture): This amendment amends the speed limit of 10 miles an hour for vehicles turning corners. In view of the arrangements now made on roads to facilitate turning without undue risk, it is clear that a limit of this kind applicable to all corners is unnecessary and inconvenient and could not possibly be enforced. I move that the amendment be accepted.

Mr. FRANK WALSH: I still feel that this speed limit is essential in some places. However, as I realize that much money has been spent in installing traffic lights in places such as the intersection of North and West Terraces and Port Road (where this provision would be difficult to enforce), I do not press for a speed limit of 10 miles an hour when turning corners.

Amendment agreed to.

Amendment No. 14.

The Hon. D. N. BROOKMAN: This amendment deals with the ranking and parking of vehicles and is in accordance with the ideas expressed in both Houses. The Bill provided that stationary vehicles in streets were to rank parallel to the kerb unless the council made other arrangements or by-laws or road signs or marks. This amendment makes it clear that the matter can be dealt with by council by-laws or resolutions or signs or marks and that road signs or marks will not be necessary in every case. I think the amendment is desirable, and I accordingly move that it be accepted.

Mr. RYAN: When the Bill was previously before members, I moved an amendment to this clause. Although the wording has been slightly altered, the intention of the Legislative Council's amendment is the same as the intention of the amendment when it left the Assembly. As this amendment achieves the purpose of the amendment I moved, I am willing to accept it.

Amendment agreed to.

Amendment No. 15.

The Hon. D. N. BROOKMAN: Clause 84 restricts the stopping of vehicles on bridges. This amendment introduces an additional exception to the clause, and makes it permissible for buses owned by the Municipal Tramways Trust to stop on bridges at appointed stopping places. This was asked for by the trust which, at present, has stopping places on a bridge. I suggest that the amendment be agreed to.

Amendment agreed to.

Amendment No. 16.

The Hon. D. N. BROOKMAN: This amendment and amendments Nos. 17 to 20 are designed to give legal recognition to a system of motor vehicle brakes in which the functions usually performed by a hand-brake are performed by a foot-brake. The Government was recently informed of this new type of brake and has been advised by officers of the Road Traffic Board that it is satisfactory and should be recognized. For this purpose, some redrafting of clause 127 is required, and that is done by these amendments. I commend the amendments to the Committee.

Mr. FRANK WALSH: Amendments Nos. 16 to 20 relate to clauses 127 and 130, and deal with braking systems on vehicles. In my view, all the amendments have exactly the same intention as that provided for in the Bill, namely, that there should be two independent braking systems attached to all vehicles, one to be normally used for the slowing down or stopping of vehicles, and the other for holding vehicles in a stationary position. Therefore, I consider that the appropriate wording to be used should be left to the Parliamentary Draftsman. I do not oppose the amendments.

Mr. HALL: I move:

After "section" to add "provided that the regulations may provide exemption from or modification of this section".

Clause 127 (1) states:

This section applies to motor vehicles other than motor bicycles or trailers.

In the definition section, "motor vehicle" means a motor vehicle, motor tractor, or mobile machine propelled or capable of being propelled by power other than human or animal power, but does not include a motor vehicle operated on a railway or tramway. That specifically includes an agricultural tractor. I have some knowledge of these machines, and I think I can safely say that half the motor tractors in this State do not have two systems of braking. I know of many tractors that have one brake to do the two jobs; they have a foot-brake that has a device whereby it can be locked in position, but they have only one braking system, and if this amendment were passed half the tractors on the road would be breaking the law. I do not think that is the intention of the Bill. It appears that my amendment is the only thing to remedy this defect in the legislation.

Mr. HEASLIP: Is the position that by regulation tractors could be exempted? Usually, I support the member for Gouger. I know something about farm machinery and can talk about tractors in particular. Many farm tractors, especially of the older type, are not equipped with two brakes. I differ from the member for Gouger in this way, that of the farm tractors only a small percentage are used on the roads. Farm tractors are exempt up to a distance of 12 miles in moving from one farm to another. They do not have to be registered and many regulations do not have to be complied with. If that does not apply in this case, then I agree with the member for Gouger: we should have exemption for farm tractors or some modification of this amendment.

Mr. DUNSTAN: On a point of order, Mr. Chairman: the amendment from the Legislative Council does not really introduce new matter; it provides alternatives defining the two different braking systems already provided for in the Bill. The member for Gouger has moved an amendment which, in effect, introduces entirely new matter. I ask your ruling, Mr. Chairman, whether we are in order at this stage of the proceedings in introducing entirely new matter not relevant to the amendment proposed by the Legislative Council.

The CHAIRMAN: Does the honourable member for Gouger wish to speak to the point of order?

Mr. HALL: I consider that my amendment is relevant, for clause 127 (2) as amended specifically states that there shall be two braking systems. We may do away with the emergency brake and have a service brake, but two brakes are important.

The CHAIRMAN: I rule the amendment in order. Does the honourable member for Norwood wish to continue?

Mr. DUNSTAN: The two braking systems are in the original Bill. The Council's amendment is simply altering the definition of those two systems. It is not providing for any exemptions from having two braking systems. Therefore, if the honourable member wishes to introduce something which lays down that certain people need not have two braking systems, that is entirely new matter. Consequently, it is not now relevant because, if we at this stage introduce entirely new matter, we shall not finish the Bill this evening. We are at this stage discussing only matters directly germane to the amendment sent back by the Legislative Council, which is within the terms of the original section and simply redefines the nature of the two braking systems. But now to say that somebody is not to have two braking systems is something apart from the amendment from the Legislative Council.

Mr. HALL: This is a matter of definition. A tractor brake includes the holding ratchet, which involves the emergency factor. At the same time it is a service brake. A tractor brake has the two in one. Therefore, my amendment is relevant.

Mr. SHANNON: I find myself in some sympathy with the member for Norwood. Obviously, this is a new approach if we are going to define types of vehicle that this amendment from the Legislative Council does not define. The member for Norwood takes a proper point. I have some sympathy with Mr. Hall's intentions, although I think his amendment breaks down the provision and goes further than I would be prepared to go, because it would permit of a regulation dealing with any motor and not only the tractor with which he is concerned. I see dangers in the amendment. We seek to ensure that most motor vehicles shall be fitted with two braking systems.

Mr. STOTT: On a point of order, Mr. Chairman: is the honourable member permitted to debate the amendment before you have given your ruling on a point of order?

The CHAIRMAN: I have already given my ruling. I gave it some time ago when the member for Norwood inquired about the relevancy of the amendment.

Mr. STOTT: With great respect, I did not hear it.

The CHAIRMAN: I gave my ruling.

Mr. SHANNON: As you have ruled that the amendment is in order, Sir, I suggest that Mr. Hall adds words to it to confine it to

tractors. If he does so, I shall consider supporting him. The member for Gouger alleges that he has had Sir Edgar Bean's advice on this, and if that is true and Sir Edgar is happy to leave it to those who make the regulations under this section we might just as well say that the Executive can make all regulations relating to brakes on vehicles.

Mr. LOVEDAY: I will support the amendment if it is confined to those vehicles on which it would be unreasonable to expect two independent braking systems.

Mr. CLARK: On a point of order, Mr. Chairman: is not the honourable member's amendment already provided for in clause 176 (l)? It states that the Governor may make regulations for or with respect to:

prescribing any matters, additional to those prescribed in this Act, which it is necessary or convenient to prescribe for securing the safe or convenient operation of vehicles . . .

The CHAIRMAN: It is not for the Chair to decide on the wisdom of amendments: it is for the Chair to listen to them.

Mr. Lawn: You ruled the amendment in order just now.

The CHAIRMAN: I have already ruled that the amendment is in order. I have given my ruling.

Mr. LOVEDAY: I will agree with the amendment if it is confined as I have suggested, but I point out that the definition of "motor vehicle" also includes mobile machines, and I can think of many agricultural machines that are propelled by power and which only have braking systems of the type fitted on tractors. I think the amendment should be confined to motor tractors and mobile machines. If that is done, I shall support it, as it is unreasonable to expect this class of machine to have two braking systems.

Mr. HALL: I moved my amendment before the member for Whyalla spoke; he made a valuable contribution concerning motor tractors or machinery used for primary production. I ask leave to amend my amendment by adding the following words: "concerning motor tractors or machinery used in primary production". I hope the amended amendment meets with the wishes of those who objected that the original amendment was too wide. My amended amendment covers the situation as neatly as possible.

Leave granted.

Mr. STOTT: I was concerned about the effect of the original amendment but, as amended, it is satisfactory. Many tractors and a great deal of other machinery are used in the River Murray areas and, unless there is

power to give exemptions, many users of this equipment will be insecure. I commend this desirable amendment to the Committee.

Mr. Hall's amendment as amended carried; Legislative Council's amendment as amended agreed to.

Amendment No. 17.

The Hon. D. N. BROOKMAN: This amendment and amendments Nos. 18, 19 and 20 are consequential on amendment No. 16.

Amendment agreed to.

Amendments Nos. 18 to 20 agreed to.

Amendment No. 21.

The Hon. D. N. BROOKMAN: The effect of this and the following amendment is to provide that vehicles under two tons in weight that could not otherwise lawfully draw more than one trailer may draw two trailers under permit granted by the Road Traffic Board. Although as a general rule it is unsafe for light vehicles to draw two trailers, there are some places where the requirements of producers and local conditions appear to justify relaxation of this principle. The Government accepted these amendments in another place, and I suggest that members accept them.

Mr. FRANK WALSH: Clause 158 deals with the number of vehicles that may be towed. I think the present provision is clear. A vehicle of up to two tons can tow one trailer, whereas a vehicle of over two tons can tow two trailers or other vehicles. The effect of the amendment is to make paragraph (a) conflict with paragraph (b), and it is also conditioned by amendment No. 22, which relates to the same clause. I cannot see any value in the suggested amendment. Is it introduced because primary producers will miss out?

Mr. Hall: They will be penalized if it is not put in.

Mr. FRANK WALSH: How many more vehicles do members opposite want?

Mr. Hall: Don't you believe in considering individual cases in a small section of the community?

Mr. FRANK WALSH: All these matters were considered before the Bill left the Assembly, but the members representing primary producers now want more concessions. I oppose the amendment.

Mr. QUIRKE: In the River Murray districts light trailers carrying fruit are drawn behind jeeps and other light vehicles. They are called bulk bins. Under the Act these light trailers could not be used. The amendment would allow the board to grant exemption in these cases: the discretion is with the board. Such an

approval would legalize a practice that is peculiar to the district and peculiarly adapted to the industry of the district. The practice cannot be abused, because it can only be carried out with the consent of the board. It would have specialized application to particular industries and in particular districts. The suggestion could have been made earlier, but I ask the Committee to accept the amendment in order to assist an industry by allowing it to continue a practice that has been in force for many years.

Mr. KING: I endorse the member for Burra's remarks. The situation which this amendment attempts to meet is one that has been developed particularly on the River Murray for the carrying of citrus in these bulk bins. I should not be surprised to find that the Parliamentary Draftsman was not aware of the practice that has grown up. I think we can thank the Hon. Mr. Ross Story for bringing this matter forward. The practice for many years at Shepparton in Victoria has been to take apples and pears to the packing sheds in this way. In my district the bins are loaded in the citrus orchards and then drawn behind jeeps or tractors to the packing sheds. This amendment is restrictive in its operation and allows the board full discretion, and if we do not accept it I am afraid we will be going back to the old days and the old ways of doing things. The amendment is a progressive step, and I support it.

Amendment agreed to.

Amendment No. 22 agreed to.

Amendment No. 23.

The Hon. D. N. BROOKMAN: This amendment and amendments Nos. 24 and 25 are for the same purpose. They enable the court, when disqualifying a driver, to order that he shall not again be granted a licence until he has passed a driving test. This appears to be a useful power for the court to possess, and it is recommended that the amendments be accepted.

Mr. LOVEDAY: It appears that this can refer to any person who is convicted before the court of any offence relating to motor vehicles. Any offence can bring these provisions into operation. The wording is "offence against any provision". If there is an offence, the person involved is disqualified by the court, for any offence whatever. It is very sweeping.

The Hon. D. N. BROOKMAN: I do not think the honourable member need fear this very much. All it does is give the court a little more power. If it thinks fit, it may order

a driving test before a licence is reissued. It would not use that as a penalty. The Legislative Council considered it necessary in the case of an incompetent person. I can imagine the type of driving test that would be applied before a licence was reissued.

Mr. LOVEDAY: I am happier now that I have heard the explanation. A driver who had never passed a driving test might be the person caught by these provisions.

Mr. STOTT: This is a good amendment because it deals only with the point that the court may, if it sees fit, order that the person be disqualified. It embraces the court's discretion on disqualification. The extra penalty is an advantage and may prove to be of great benefit to the person so disqualified. It could be an advantage to many people who had suffered disqualification.

Amendment agreed to.

Amendments Nos. 24 and 25 agreed to.

Amendment No. 26.

The Hon. D. N. BROOKMAN: This amendment strikes out a provision under which the court would be obliged to disqualify a driver guilty of a second offence of failing to give way at a "give way" sign. Although there was something to be said for the deleted provision, in view of the disqualification provided for other offences I do not consider that it is worth while to disagree with this amendment. It can well be left for future events to show whether more stringent punishments are needed. I think that is a wise attitude because there is much agreement on some matters in this Bill. This is not a major departure from the present position. The losing of a licence can be a great penalty in some cases though it varies among different individuals.

Mr. STOTT: I support this amendment because, no matter how good a driver one may be, sometimes one does not know whether to give way to traffic on the right. Often confusion arises.

Mr. SHANNON: I agree with the amendment, but on different grounds. Driving around Adelaide one sometimes sees "right of way" signs which in many cases have been overgrown by the branches of a tree and are not easily visible. Those obstructions to signs should be removed, but that is not always done. It is easy for a driver by night to miss a sign entirely. If he does that twice, by the Bill he will lose his licence automatically. That is a savage penalty for someone who may not really be an offender.

Amendment agreed to.

Amendment No. 27.

The Hon. D. N. BROOKMAN: Amendment No. 27, which relates to clause 169, is only a drafting matter which, in the opinion of Sir Edgar Bean, does not alter the interpretation of the clause.

Amendment agreed to.

Amendment No. 1—reconsidered.

Mr. FRANK WALSH: I move:

After "school" to add "and insert in lieu thereof the words 'or a portion of a road used by children going to or coming from a school'".

This amendment and my amendment to the Council's amendments Nos. 11 and 12 do two things: first, they extend the power to erect school signs so that the signs may be erected on roads not abutting on a school; secondly, the speed limit of 15 miles an hour will apply to roads indicated by school signs although the schools do not actually abut on the road.

The Hon. D. N. BROOKMAN: I could not accept this amendment because it is too wide. The location of the road, the size of the children, and the direction in which they are travelling are so completely unspecified that I should not care to accept the amendment and therefore suggest that the Committee reject it.

Mr. FRANK WALSH: A pedestrian crossing would be clearly marked 5ft. wide. The school may be some distance from a main road but the children may cross the main road going to and coming from school. I hope the Committee will accept my amendment.

Mr. MILLHOUSE: The Leader's amendment provides for the erection of school signs making the 15 miles an hour speed limit apply elsewhere than on a road abutting a school. I believe that that is what the Public Schools Committees Association seeks and I cannot see why we should not accept the amendment.

Mr. STOTT: I point out that clause 21 relates to signs near schools and playgrounds and we have already struck out from it the words "or a pedestrian crossing marked in the vicinity of a school". Clause 49 relates to speed limits. The Leader's amendment does not relate to land abutting a school, but to portion of a road away from a school. Obviously it could apply to portion of a road four miles from a school, consequently I oppose the amendment.

Mr. FRED WALSH: This question was thoroughly debated during the second reading and in Committee. I believe we should insist that the clause remain as it was when it left this Chamber. The Council's amendment renders

the clause contrary to the views expressed by members. It is true that under the clause signs could be erected some distance from a school, but the authority controlling the erections of signs would not act unreasonably. The crossings on the Henley Beach Road are some distance from the Henley high school and the Henley primary school, but they are essential crossings and should be covered by this provision.

The Hon. D. N. BROOKMAN: I have conferred with Sir Edgar Bean and can now see more clearly the Leader's intentions. I appreciate that there may be occasions when this amendment would be desirable. I am ready to accept the Leader's amendment.

Mr. SHANNON: I support the member for West Torrens in this matter. As the Bill left this Chamber, there was no bar to any authority's putting a pedestrian crossing anywhere where children crossed; in fact, the clause specifically indicated that that could be done. Unfortunately, the Leader's amendment will enable a road sign to be put up reducing the speed to 15 miles an hour although there is no necessity for a mark on the road, whereas, in the Bill as it left this Chamber, this sign would be at a pedestrian crossing. These crossings are obvious to any motorist. The Leader's amendment does not make it obligatory to put any sign on the surface of a road. I do not know of any school on main roads that has no signs. The Leader intends to deal with schools on side roads, the children from which have to cross main roads. I cannot see any harm in having signs on roads to indicate crossings.

Mr. Loveday: Will there be any difficulty in having these crossings marked? Your suggestion depends on that, does it not?

Mr. SHANNON: My suggestion depends on the Bill's being as it left this Chamber.

Mr. RYAN: The clause now gives the right to erect signs to protect schoolchildren where the road abuts a school or playground. If the Legislative Council's amendment is agreed to, school children will have no protection on busy thoroughfares. The Port Adelaide girls technical high school is 100 yards from the Port Road, and students have to cross the Port Road to get from the old school to the new school. If the Legislative Council's amendment is carried, nobody will have authority to erect signs to protect children. There is little difference between what the Leader suggested and the Bill as it left this Chamber. If we accept the Legislative Council's amendment,

we shall be taking away the protection we intended to give. We should refuse to accept the Legislative Council's amendment.

Mr. FRANK WALSH: Tonight at about 7.10 o'clock I convened a conference attended by Sir Edgar Bean, who drafted this Bill, and the Chairman of the Public Schools Committees Association. I attended until I had to return to the Chamber, and then my secretary carried on for me. When such a conference continues for 1½ hours we must take note of its discussions. I would be the last to strike out from a Bill something that I insisted earlier should be in it, but the conference indicated that it was necessary to agree to the Legislative Council's amendment. If the Committee agrees to the striking out of the words as proposed it should also agree to inserting the words "or a portion of a road used by children going to or coming from school". That would give us what we desire.

Mr. Shannon: I would support you if you included the words "marked as a pedestrian crossing".

Mr. FRANK WALSH: There is no need to add the words suggested by the honourable member, but amendment No. 11 may have to be altered. We should take notice of what was discussed by the conference I mentioned.

The Hon. D. N. BROOKMAN: I support the Leader of the Opposition's amendment, and also the amendment he foreshadowed. We should leave this subject of whether we should go back to what we had, or have something new, to another time. The Leader of the Opposition's amendment is acceptable to the Government and to the Draftsman.

Mr. Frank Walsh's amendment carried; Legislative Council's amendment as amended agreed to.

Amendment No. 11—reconsidered.

Mr. FRANK WALSH: I move:

After "out" to insert "the words 'indicated by' and insert in lieu thereof the word 'between'; and leave out 'and abuts on a school or playground'".

Clause 49 (1) (c) would then read:

A person shall not drive a vehicle at a greater speed than 15 miles an hour on a portion of a road which is between signs bearing the word "school" or "playground" at a time when children proceeding to or from the school or playground are on that portion of the road.

The Hon. D. N. BROOKMAN: I accept the amendment.

Mr. STOTT: This amendment seems superfluous. School buses often have to travel distances of up to 40 and 50 miles away from

a school, and children have to cross those roads at many different places. The clerk of a council is authorized to erect signs. If this amendment is accepted the question is whether it will apply everywhere.

Mr. Frank Walsh's amendment carried; Legislative Council's amendment as amended agreed to.

Amendment No. 12—reconsidered.

The Hon. D. N. BROOKMAN: I ask the Committee to accept the Legislative Council's amendment.

Amendment agreed to.

Later:

The Legislative Council intimated that it had agreed to the amendments made by the House of Assembly to the Legislative Council's amendments Nos. 1, 11, and 16, without amendment.

POLICE OFFENCES ACT AMENDMENT BILL (No. 2).

Returned from the Legislative Council without amendment.

ALCOHOL AND DRUG ADDICTS (TREATMENT) BILL.

The Legislative Council intimated that it had agreed to the House of Assembly's amendments.

CITY OF WHYALLA COMMISSION ACT AMENDMENT BILL.

The Legislative Council intimated that it had agreed to the House of Assembly's amendments.

INFLAMMABLE LIQUIDS BILL.

The Legislative Council intimated that it had agreed to the House of Assembly's amendments.

POLICE OFFENCES ACT AMENDMENT BILL (No. 1).

Consideration in Committee of the Legislative Council's amendment:

Page 1, lines 25 and 26 (clause 2)—Leave out all words after "the" first occurring and insert "first day of January, one thousand nine hundred and sixty-two".

Mr. HUGHES: I ask that the amendment be agreed to. It provides a date for the commencement of this legislation. New section 58b (2) will now read:

(2) In any prosecution for an offence against subsection (1) of this section it shall be a defence if the defendant proves that the refrigerator, ice-chest, or ice-box with respect to which the offence is alleged to have been committed was manufactured in or imported into the State before the first day of January, 1962.

I have been advised that the manufacturers will be ready to meet the requirements of the Bill on the date mentioned in the amendment. I sincerely trust that this Bill will prevent fatal accidents to children in this respect.

Amendment agreed to.

PROROGATION SPEECHES.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): I move:

That the House at its rising do adjourn until Tuesday, December 5.

This is the last session of this Parliament, and I should like to thank you, Mr. Speaker, for the manner in which you have conducted the business of this House. It has been of a high standard and reflects creditably on you, Sir. I have visited many Parliaments, and I have occasionally listened to broadcast debates, and I believe that our standard is equal to the national Parliament on occasions. I am sure that your example plays an important part in maintaining the dignity and decorum of this Chamber. We appreciate your impartiality and are grateful for the assistance you have given to members. Every honourable member wishes you well.

We have had much Committee work this session and I thank Mr. Dunnage for the manner in which he has conducted the affairs of the Committee. Mr. Dunnage is a competent Chairman and frequently if a Bill is lengthy he presides so well that no member can keep pace with him. That helps to expedite proceedings.

Two members have announced their retirement—the member for Millicent (Mr. Corcoran) and the member for Light (Mr. Nicholson). Mr. Corcoran is an old comrade of mine and I knew him before he entered this House. I wish him every good wish that could be bestowed upon him in his retirement. He is a man of sterling worth and of high integrity. He has been fearless in expressing his views. He is forthright, and he has won the affection of all members by his manner in dealing with business and his fairmindedness. We regret that the passage of time has influenced him to decide not to stand for re-election. We greatly admire his work and character and wish him well. Mr. Nicholson has not been in this House as long, but he has endeared himself to members. He is kindly and helpful. We wish him every success in the vocation he intends to continue and we hope he will have a long and happy life. It is inevitable that every three years there will be changes in our complement, but I assure these two honourable members that they leave here with our respect.

This year Miss Roach retired and was replaced by Miss Bennett. All members received much assistance from Miss Roach and we greatly appreciated her helpfulness. She assisted members in running their district affairs and in making representations on their behalf. We wish her every success.

For many years the South Australian Parliament has been singularly well served by the officers of the House (the Clerk and the Clerk Assistant). In our present officers we have men who could not be equalled. They are helpful and efficient, and on occasions when I have sought to get something through not strictly in accordance with Standing Orders they have prevented me before I actually got started. I assure them both that we appreciate the efficiency with which they maintain their offices. It is important that Bills be properly and regularly introduced and passed, and I express our appreciation for that.

Our Parliamentary Library staff, messengers, catering staff and *Hansard* officers have rendered great assistance. Our Parliament is well served and I express to all officers our thanks and wish them the best for the coming Christmas period.

May I now deal kindly with the Leader of the Opposition. His position is difficult. As soon as Parliament commences sitting much work dealing with all manner of topics arises and I know how difficult it must be for a person to succeed as Leader of the Opposition, especially in a session such as we have just had. I have been privileged to be in this House for many years and I doubt whether in the last 23 years we have had a more fruitful session than this. If members look at the range of matters dealt with, they will find that an astonishing amount of useful legislation has been passed. Obviously, we do not agree on everything (that would be expecting too much), but the legislation passed on social, economic and general matters made this session one of the most fruitful I have attended. The Leader of the Opposition has made a useful contribution, for which I thank him. I also thank him for the great courtesy he extends to me as Leader of the House; he is most helpful to work with. Obviously, he does not share my politics, or he would be on this side of the House. I thank the Leader for his courtesy in helping conduct the House and for the work he has done during this session. I feel that every member plays his part, but that members opposite would agree that the Leader has a particularly difficult part to play. I thank members opposite for their

courtesy. To my colleagues in the Ministry and of my Party I express my appreciation for their courtesy in running the affairs of the State. I am singularly privileged to be associated with colleagues of great courtesy and ability, for which I thank them. I am sure that when the issue arises (as it will arise next year) the people of South Australia will express to them the thanks they deserve.

We have two Independent members, and I thank them for their work. They are not attached to any particular Party, but I hope that gradually we shall wean them from the other side of the House to this side. I pay a tribute to our Parliamentary Draftsman. The running of this institution depends to a great extent on the efficiency of our drafting service, and I thank Doctor Wynes and Mr. Ludovici for their work. It was a great delight to me that Sir Edgar Bean was able to come here to sponsor the Road Traffic Bill, to which he has given a high standard of untiring service. It was a great pleasure to see our old friend here again. I thank the two officers and Sir Edgar for their work. I wish all members well, and the compliments of the season, and hope they will have a happy Christmas and a prosperous new year.

Mr. FRANK WALSH (Leader of the Opposition): On behalf of my colleagues, may I be permitted to join with the Premier in expressing to you, Mr. Speaker, our appreciation of the way in which you have conducted the affairs of this Parliament. I believe, as does the Premier, that in this place we conduct ourselves on a high standard of debate and that we are mostly orderly. I join with the Premier in his remarks about the Chairman of Committees. Sometimes I wish the Clerks were not so efficient. On some occasions I have endeavoured to bring in motions to short-circuit debates, but they have prevented me from doing so. I think they have done a remarkably good job in the interests of this Parliament. The Clerk and his assistants have a staff under their control. I refer first to those on the switchboard, whose services are very good. The Premier also mentioned our stenographers. As Leader of the Opposition I have been very fortunate in being able to obtain the services of Miss Nalty. Even before the session started I was unable to keep up with the work, and I thank the Government for making available to me the assistance of Miss Nalty. Mr. Hourigan has also been of tremendous assistance to me. Miss Bennett has taken over the position formerly occupied by

Miss Roach and is performing those duties very well indeed. I trust that the two typistes appointed to assist members will render the same excellent service given by Miss Nalty and Miss Bennett. I often wonder whether we have sufficient typistes to assist us.

The Head Messenger of the House of Assembly (Mr. Jack Lawson) has not been occupying the position very long but is doing a wonderful job, and his worth is recognized by all messengers who work under him. Mr. Gordon Ellis is proving an effective and efficient Chamber Messenger. The *Hansard* staff, under Mr. Stan Parr, have performed their usual excellent work. The reporting staff do a terrific job in interpreting and improving members' speeches, including my own. During the anxious period that I was experiencing early this year through being unable to keep pace with the work, Mr. Parr came to my assistance and made available the services of Miss Audrey Smith, who rendered yeoman service until other assistance was granted by the Government.

The Parliamentary Draftsman and his assistant and Sir Edgar Bean have done an excellent job. They have listened to complaints, even from this side of the House, and they have assisted greatly in drafting legislation. The staff of the Parliamentary Library render excellent service to members and former members of Parliament. I have conducted hundreds of children over the building, and at all times I have appreciated the wonderful assistance that I have had from the library staff. I hope that the Library Committee will never attempt to take away the privilege members have enjoyed of being able to conduct children through this building. The catering staff, led by Miss Bottomley, has done everything possible to help members, and I pay a tribute to the girls of that staff.

I thank the Premier for his courteous remarks about the Opposition. We on this side of the House have always tried to keep the business of the House flowing, and I think I can claim that we have done that and that we have always acted courteously toward the Government. I think the Government has appreciated our co-operation in that respect. I appreciate the Premier's complimentary remarks and I return the compliment. I should like to say farewell to the member for Light (Mr. Nicholson) and the member for Millicent (Mr. Corcoran). Mr. Corcoran has known success and defeat, for after being elected and then defeated he was subsequently re-elected to this House. I do not suppose any member

would be better known between here and the South-East than Jim Corcoran. He has always been sincere and loyal to the cause he represents and to this Parliament, and he has always given a patient hearing to anyone seeking advice or assistance. I am sure that he will leave this House knowing that this Parliament will not forget his sterling qualities and his efforts on behalf of the people he represented. I join with the Premier in conveying to you, Sir, my very best wishes, and in conclusion I wish all members and everyone on the staff a merry Christmas and a happy new year.

Mr. STOTT (Ridley): I think that you, Mr. Speaker, have done an excellent job this session. When you first took over the important position of Speaker, I considered that you had a very difficult task in emulating the example of your predecessor (Sir Robert Nicholls), who carried out the duties of Speaker with much decorum and dignity. However, as time has gone on and you have gained experience in the Chair, you, too, have carried out the duties of your important office with great distinction. I agree with the Premier that the Leader of the Opposition has a difficult task to perform. I pay tribute to the way in which he has handled all the important matters with which he has had to deal. I think he will understand me when I mention the part his secretary (Mr. Lloyd Hourigan) plays in getting the work done. I can remember the time when the Leader of the Opposition had not the services of a capable secretary. The amount of work that this House has dealt with this session speaks volumes for the way in which the Leader has been able to keep up with the various matters that have come before Parliament. His secretary must have worked much overtime to ensure that the Leader kept up with the various issues raised in the Bills that we have dealt with. The Leader has carried out his task with great success.

After all, Parliament must be a place of co-operation for, above all, we have to make the system work. This 36th Parliament compares favourably with previous Parliaments. I should not like to single out for comparison any other Parliament, but this Parliament is at least as good as any other Parliament with which I have been associated, bearing in mind the volume of work dealt with and the way in which honourable members co-operated in vigorous debate, developing their own line of argument yet preserving a sense of humour and understanding which, after all, makes Parliament a good life to enjoy and a great

institution to be in. I think there is a clear understanding among members that they respect each other's point of view while putting forward their own points of view in the service of Parliament. This has been demonstrated by the way in which members of this 36th Parliament have conducted themselves.

Together with the Premier and the Leader of the Opposition, I am sorry that this Parliament is losing the services of a great stalwart—Jim Corcoran. I have travelled widely through the State of South Australia in my job and, when in the South-East, I have appreciated that the name of Jim Corcoran is held in high esteem. Everybody likes Jim Corcoran. He leaves this Parliament with much distinction, honour and glory. Few men will be able to perform their duties with that distinction with which Jim performed his. There is some talk of his son following in his father's footsteps. That does not happen to many men, so he can leave this Parliament, the time having come for him not to contest his seat again, and look forward to the next Parliament, in which his son may enjoy the reflected glory of his father. Parliament is enriched by men of Jim Corcoran's calibre, and I hope he will remember all his colleagues. We all have the highest respect for Jim, and we know he has for us. I know I am voicing the sentiments of every member when I say that, when he is in Adelaide, he will be welcome to come and have a drink with us in this House because we like his company as well as his viewpoints.

Bob Nicholson has done short service here, but he, too, is a likeable fellow. He likes to sit down and yarn in a convivial way. I pay a tribute to him for the services he has rendered during his short term in Parliament.

I must associate myself with the remarks made about the Parliamentary Draftsman, Dr. Wynes, whom I have known for many years, long before he ever contemplated being a Parliamentary Draftsman. He, too, has had a difficult task in following in the footsteps of an outstanding Parliamentary Draftsman, distinguished not only in Australia but throughout the world. It was a great delight for me to see Sir Edgar Bean come back here to pilot the Road Traffic Bill through the House. It was like going back some 28 or 29 years. Dr. Wynes is doing an excellent job. He helps members, irrespective of what they want, on legal points, which is helpful to laymen without his legal training.

Inevitably, as time rolls on, we have changes of staff. We are sorry to see some leaving. I endorse the remarks of the Leader of the

Opposition about the Head Messenger (Mr. Jack Lawson). He is an outstanding man who has done a wonderful job. He has set a high example for his colleagues under him, who are courteous in their work and understand how difficult our task is in coping with telephone calls and keeping in touch with Bills. They help Parliament carry on efficiently with its busy life and long hours. We have a courteous staff ready to help at all times, which is of great assistance to us all.

We are by now beginning to get used to the catering staff. Sometimes we hear that they wish that Parliament would adjourn earlier on some nights and that some members would not remain in the House so long after the daily adjournment. Nevertheless, the staff is still here and, as the years roll by, they retain their position, which means they must like us if they stay to serve us. We appreciate the job the catering staff does.

I agree with the Premier that being a member of Parliament is not an easy job. We have much specialized work to do, which becomes more difficult when we have many Bills to contend with and when so many constituents are taking up more and more of our time by telephoning and writing to us about more schools, more roads, more bridges, and that sort of thing. To keep up with one's homework is difficult. This has been an outstanding session. We have passed some good legislation which we hope will benefit the people of South Australia, who, I know, have much confidence in the South Australian Parliament. I endorse the remarks of the two previous speakers and wish everybody a happy Christmas and a bright and prosperous New Year. I hope that next season in South Australia will be more prosperous than the dry one we have just passed through.

Mr. QUIRKE (Burra): Briefly, I rise for a special purpose. I have nothing to add to the congratulations and good wishes that have been expressed to you, Mr. Speaker, by the members who have preceded me, except that I endorse what they have said. The same applies to all the officers and staff of this House who have served us so well. My main purpose in rising this evening is to express my personal farewell to Mr. Corcoran and my regret that he is leaving Parliament. He in his wisdom has seen fit to go. He has been here a long time and I have valued his friendship. He is a sterling, upright gentleman, and everybody will regret that he has found it necessary to retire from Parliament. I could not let this occasion pass without adding to the good

wishes already expressed to him. May he have many more years of happiness and prosperity, and I hope that he will enjoy his family associations as long as he lives.

Mr. Nicholson is the member for a constituency on my southern boundary. In the short time he has been with us, I could not wish to have had anybody more co-operative and willing to assist in the work of handling the two districts. It has become a custom, started in the time of the late Mr. Hambour and carried on cheerfully by Mr. Nicholson, that matters affecting his northern boundary and my southern boundary are handled by whichever of us happens to be closer to the area in question. I regret that Mr. Nicholson has found it necessary to retire from this Parliament for I am sure that had he remained he would have made his mark in this House the same as he has in his district. Finally, I congratulate you, Mr. Speaker, and all those who under you have served every member of this Parliament, particularly myself, so well.

The SPEAKER: May I express to the Treasurer, the Leader of the Opposition, and the members for Ridley and Burra my appreciation for the very kind sentiments they expressed not only to me but to all members of the staffs mentioned by them? I associate myself with their remarks, particularly as they pertain to the Clerks at the table, because I realize that the Clerks have rendered invaluable assistance to all members of the House and to me in particular. I should also like to refer to the Clerk of Papers and Records (Mr. Jack Hull), who is also the Secretary of the Joint House Committee. I do not think members fully realize the duties performed by Mr. Hull as Secretary of the Joint House Committee in their interests. As Chairman of that committee I should like it recorded how much his services are appreciated. My remarks also apply to other members of the staff. I refer to the members of the *Hansard* staff, led by Mr. Parr; to the Librarian and his staff, and to all the messengers in the Chamber and in the House. We appreciate the services rendered by them.

I feel that we should express a special word of appreciation to Miss Bottomley, the managing cateress, who does a tremendous amount in the interests of members. She and her staff have, for many years, provided for our material wants, and I think all members appreciate their outstanding services. Reference has also been made to another person who is no longer with us—Miss Roach. I referred to her a year ago during the last

prorogation. She had been on the staff for over three decades and during those years had rendered sterling assistance to members as a stenographer and typiste. She has been replaced by Miss Bennett and I am certain that in her we will have a worthy successor to Miss Roach.

May I also refer to the Government and Opposition Whips. As Speaker I have much appreciated the assistance rendered by them. The Whips play no mean part in facilitating the business of the House and I thank them for their assistance to the Chair during the past twelve months. I associate myself with the remarks of previous speakers regarding the Chairman of Committees. I express my personal appreciation to him for coming to my assistance when I have to vacate the Chair. As Chairman of Committees he has acted impartially, as I have endeavoured to act, and I think members will agree that the services rendered by him in the Chair have been a credit to him.

I think we are all grateful that in the days of yore the Parliament of Westminster—the Mother of Parliaments—bequeathed to us a Parliamentary system in which can be felt to this day the strong throb of the pulse of that Mother of Parliaments. It is a Parliamentary system that, particularly in these momentous days, is the envy of less happier lands. I think

it can be said that many people in many countries would give all they have if they could but possess a Parliamentary system of the kind that we enjoy in Australia. You who are members of this House have, during the term of my office, at all times by your actions, precept and example endeavoured to uphold the dignity and decorum of all that is good in the Parliamentary institution as we know it. I trust that you will continue in the future as members of this House to uphold that dignity and decorum.

May I also express my wish and hope that the two members who will be retiring from the political field very shortly—the members for Millicent and Light—may enjoy many happy and healthful years in retirement? Both have been an asset to this House and I wish them well in the future. Finally, I express the hope that all who are members of this House may take advantage of the recess to rejuvenate themselves so that they can return here in due course of time invigorated by the respite of the recess. I wish all members well and express my best wishes for a merry Christmas and a prosperous and happy New Year.

Motion carried.

PROROGATION.

At 11.10 p.m. the House adjourned until Tuesday, December 5, at 2 p.m.

Honourable members rose in their places and sang the first verse of the National Anthem.