

HOUSE OF ASSEMBLY.

Thursday, August 22, 1963.

The **SPEAKER** (Hon. T. C. Stott) took the Chair at 2 p.m. and read prayers.

QUESTIONS.**EXAMINATION FEES.**

Mr. FRANK WALSH: Yesterday, the Minister of Education said that he was to have discussions with the Vice-Chancellor of the University of Adelaide this morning about public examination fees. Has the Minister anything to report?

The Hon. Sir BADEN PATTINSON: This morning I had a full, free and frank discussion with the Vice-Chancellor (Mr. Basten) on the subject of public examination fees. He gave me an undertaking that this matter would be discussed at a meeting of the University Council tomorrow week, Friday, August 30. Mr. Basten confidently expected that he would be able to inform me of the council's decision in time for me to make a further announcement on this question in Parliament by Tuesday week, September 3.

Mr. McKEE: Many widows and pensioners who have children taking the Intermediate and Leaving examinations, particularly those who have more than one child taking an examination at the same time, are finding it extremely hard to pay the fees. Will the Minister of Education consider admitting these children free to examinations and refunding fees already paid by these people in indigent circumstances?

The Hon. Sir BADEN PATTINSON: I shall be pleased to discuss the matter with the Vice-Chancellor of the university, and I will incorporate this aspect in the reply I give on Tuesday week.

WINDY POINT.

Mr. MILLHOUSE: I was indeed gratified with the announcement of improvements to be effected at Windy Point. I have been hoping for these ever since the Tourist Bureau assumed control of that area some years ago, and I have often referred to it in this House. The improvements will be of great benefit not only to those living in my district and to people in the metropolitan area and throughout the State, but will be an added attraction to people from elsewhere to come to the most desirable part of South Australia. However, I am prompted to ask the Premier for information on two further points—information which has not yet been made public. Can he say

how many cars it will be possible to accommodate in the lower and upper level car parks? I am reminded, also, that the present kiosk proprietor at Windy Point has worked under extremely trying conditions for many years. Can the Premier say under what conditions the new restaurant will be operated—whether it will be operated directly by the Tourist Bureau or whether it will be leased to some private individual or concern to manage?

The Hon. Sir THOMAS PLAYFORD: The design of the new restaurant has been prepared by the Housing Trust for the Tourist Bureau. It provides for ample car parking facilities, as much as is possible in the area. There will be a great demand for the facilities and I doubt very much whether it will be possible to accommodate every car that will go to the area. It has been the policy of the department, and I believe it has been successful, to lease the premises as is done at Mount Lofty—to a proprietor under the overall supervision of the department. I believe that will apply to the enterprise at Windy Point. I shall see that the present lessee is given every opportunity to be considered when the appropriate time comes.

Mr. FRED WALSH: My question to the Premier arises from the proposed development of Windy Point. Although this concerns primarily the Mitcham district, it also concerns the community generally. I am concerned that the road leading to this area is so narrow, particularly from the dogs rescue home to the point to be developed, that without strict attention to careful driving it can become most dangerous, especially at night-time. Because of the development, this area will become very attractive to tourists and local residents alike and the traffic will become so congested as to be dangerous on such a narrow road. Does the Government plan to widen this road as Windy Point is being developed?

The Hon. Sir THOMAS PLAYFORD: The honourable member's question is very much to the point. I agree that this road, in common with other roads through the Adelaide Hills, is both narrow and dangerous. I notice that in its design for the development of the area, the Housing Trust has gone into the fullest detail to try to make the area as safe as possible. I will refer the honourable member's question to the Commissioner of Highways and ask him to make a survey to determine what further action is necessary to improve the road and make it safe under all conditions.

YOUTH CENTRES.

Mr. RYAN: On Saturday, November 4, 1961, the Premier, when opening the St. Clair Youth Centre at Woodville, said that he hoped other local government authorities would help in financing youth centres established in their districts, and that if they did the Government would assist them to the extent of 50 per cent of the cost. Where a council has already made a contribution of land for a youth centre, will the Government consider assisting that centre in connection with the building and amenities?

The Hon. Sir THOMAS PLAYFORD: This year there will be a line on the Estimates providing a substantial grant to the National Fitness Council for the purpose of assisting in the capital establishment of youth centres and in the training of youth centre leaders. The success of a youth club depends largely upon adequate leadership. Premises, in many instances, are secondary to the management and leadership in the club. The Estimates will be introduced next Wednesday week. The National Fitness Council is to have its membership augmented to make it slightly more representative, and the money will be provided for distribution for the purposes I have mentioned.

CHITON LIFE SAVING CLUB.

Mr. JENKINS: This morning I was contacted by Mr. Fischer, President of the Chiton Life Saving Club, which is situated between Port Elliot and Victor Harbour. He said that the club had partly built a clubhouse at a cost of about £3,000, which had been paid, and that he had applied, through the District Council of Port Elliot, to the Tourist Bureau for a subsidy, but the Director had told him that no grant would be available this year. He told me that an ambulance room is embodied in the building and that it was vitally necessary to the undertaking. Will the Premier take up with the Director of the Tourist Bureau (Mr. Pollnitz) the question of help being given to the club this year?

The Hon. Sir THOMAS PLAYFORD: The Government makes available on the Estimates an annual grant for the Royal Lifesaving Association. Regarding the second part of the question, I shall have a look at this particular problem. It is not without some difficulty because, although the Government is most anxious to assist in establishing suitable quarters for lifesaving organizations, it does not as a matter of general practice provide clubhouses for people. Although I have no personal knowledge of the case the honourable

member has mentioned, no doubt there is a mixture of activities, but I shall have the question examined and see whether favourable consideration can be given to it.

MYPOLONGA PUMPING PLANT.

Mr. BYWATERS: In the Loan Estimates debate I asked the Minister of Irrigation a question about a rising main and an extra pumping unit at the Mypolonga pumping station. Has he a reply?

The Hon. P. H. QUIRKE: The previous Minister of Irrigation advised last year that provision would be made in the 1963-64 Loan Estimates for increased pumping facilities to water additional plantings to be undertaken by existing settlers. On the basis of earlier information, the sum of £12,000 was placed on the Loan Estimates for this year. The position has since been examined by the engineers, who have now recommended a scheme that involves an additional pumping unit to pump through the existing 26in. rising main, which avoids the problem of having to pile a separate rising main across the swamp. This scheme, which is less costly but more practicable, has been approved. It will be seen that the extra amount was in relation to the additional pipeline, but this has been obviated by adopting the present method. Settlers have already been advised that they may commence planting and hand-watering in anticipation of the installation of the scheme.

OUTER HARBOUR FACILITIES.

Mr. TAPPING: In this morning's *Advertiser* was a report of a plan to cost over £3,000,000 to improve harbour facilities, including widening the Port River down to Outer Harbour. In existing circumstances, some of the larger ships that would come here could not be accommodated at Outer Harbour. Will the Minister of Marine say to what extent the swinging basin at Outer Harbour will be widened and whether it is intended to cater for tourists at Outer Harbour by providing a motel or some similar residential arrangements?

The Hon. G. G. PEARSON: Neither of the honourable member's questions deals directly with the matter discussed in this morning's press, which was really intended to outline a programme of deepening and widening the channel inside the outer harbour and extending into the inner harbour.

Mr. Tapping: I said "the outer harbour".

The Hon. G. G. PEARSON: Yes, but the honourable member's questions related to two matters at Outer Harbour itself, to which

the programme announced in this morning's press does not actually refer. In considering the proposals announced this morning the Harbours Board examined also the need, if any, for enlarging the swinging basin and for deepening at Outer Harbour: it did not incorporate in the programme of widening the Port River any programme for deepening at Outer Harbour, as that, apparently, is adequate for present needs.

There may be (I am not certain) some need to widen the swinging basin at Outer Harbour. I believe that some vessels in adverse wind and tide conditions at times have some difficulty there but, generally speaking, the programme announced this morning is for work inside the outer harbour, and between the outer harbour and the inner port. The matter of amenities at Outer Harbour is under active consideration and almost certainly a cafeteria or similar type of amenity will be provided. I am not yet certain exactly what designs will be adopted at Outer Harbour; there is much work to be done and, until the work is further advanced, no firm proposal can be submitted to the Public Works Committee. But the board is working on that in conjunction with the Chief Architect (Mr. Lees) in designing a suitable passenger terminal building with the amenities suggested by the honourable member; also, there is a proposal for the conversion of the present solid building, used for various purposes now partly by the Customs authorities and partly by other people, into a modern cafeteria, because Outer Harbour is a great attraction for weekend visitors and other people, and the board believes that that would be a useful addition to the development of Outer Harbour.

BUS STOP SHELTER SEATS.

Mr. JENNINGS: I understand that the Minister of Works now has a reply to my previous questions about bus stop shelter seats in the Enfield Corporation area.

The Hon. G. G. PEARSON: I have a report from the General Manager of the Tramways Trust (Mr. Keynes), which is as follows:

With reference to Mr. Jennings' question in the House on June 13, 1963, followed by specific cases, *vide* letter addressed to him by the Town Clerk of Enfield dated July 3, I would advise as follows:

The general aim of the trust is to place shelters, where justifiable, at section ends and terminals in respect to its own services. There is no provision in the agreement with private operators to provide shelters along their routes and they are not willing to bear the expense

of so doing. Referring now to the particular points mentioned, the following is the position:

Adjacent St. Paul's School, Grand Junction Road, Gilles Plains; adjacent bus loading point at the Enfield High School, Grand Junction Road, Clearview; corner Churchill Road and Grand Junction Road, Kilburn.—These are on routes run by a private operator.

Corner Folland Avenue and Hampstead Road, Northfield.—There is a seat situated at this location and it is considered that this meets the position.

Corner Dudley Street and Hanson Road, Mansfield Park; corner Wilson Street and Hanson Road, Woodville Gardens.—These are not section ends and we are not prepared to erect shelters thereat.

Adjacent bus stop 17, North-East Road, Vale Park.—This is a section end and investigation shows that a shelter is now warranted. We are therefore prepared to supply a shelter under usual conditions, with the consent of Enfield Council.

It may be of interest to mention that shelter seats are a costly item. In many cases councils have installed, at their own cost, seats at stopping places, whilst in other cases the council has agreed to an advertising agency placing seats at stopping places, at their cost in exchange for advertising rights thereon. It could also be mentioned that an advertising company set out to interest councils in the erection of shelters along bus routes at its expense, provided it had the right to advertise thereon. A prototype was erected in Dequetteville Terrace. It is quite a good type of unit and the advertising thereon is discreet. However, not enough interest was shown by councils to encourage them to proceed any further. I realize there are divergent opinions on the question of advertising along roadways, and that it is within the prerogative of councils to come to their own decisions thereabouts.

ARCHITECTS.

Mr. LOVEDAY: In view of the well-established practice in the United States of America, Great Britain, Europe and elsewhere of inviting competitive designs for public buildings of a suitable character, can the Premier say whether the Government will consider establishing a similar policy here with a view to obtaining the best design for our public buildings and also giving all architects an opportunity of displaying their initiative in design?

The Hon. Sir THOMAS PLAYFORD: On one occasion some years ago the Public Works Committee recommended that as an experiment we invite competitive designs for the Adelaide Boys High School. This did not work out at all well, because the building ultimately cost us much more than it would have cost in ordinary circumstances and its erection was delayed. Such a competition must be run in accordance with the conditions laid down by

the architects' association; that means that the architect submitting the successful design must be accepted as the architect for the building, and it quite frequently leads to the successful architect gaining the project in an area far removed from where he is actually practising. This involves all sorts of problems of a type which do not arise when (in the event of the Public Buildings Department not being able to undertake the work) a competent local architect is engaged. For example, a competition was held for the design of the Sydney opera house—a design which, incidentally, has been a most contentious one. The interesting thing is that the successful architect came, I believe, from Holland. As a result, there has been a considerable delay and the estimated cost of the enterprise is certainly much higher than when the design was first accepted. I do not know what the current estimated cost is for the Sydney opera house, but I have seen some astronomical figures for it.

The Government has considered this matter and, as I said, at the invitation of the Public Works Committee some years ago it carried out such an experiment as this with the design for the Adelaide Boys High School. Although that building is quite satisfactory, the Government believes that it cost more than would have been the case under normal methods and certainly took longer than it would have done in ordinary circumstances.

VOCATIONAL GUIDANCE.

Mr. CASEY: I am told that several country high schools are having difficulty in obtaining the services of vocational guidance officers. These officers have not been available in one school for two years. Will the Minister of Education see whether there is a shortage of vocational guidance officers in the department? If there is, can the Psychology Branch of the department make officers available because I understand that some officers of that branch are qualified to act as vocational guidance officers? If that is not possible, can the Education Department arrange for private vocational guidance specialists to be made available for country areas?

The Hon. Sir BADEN PATTINSON: I have investigated this matter on several occasions. There is an almost chronic shortage of these officers in the Psychology Branch. The department gains highly competent and expert officers and then loses them to other departments, other States or private employment. They are in short supply at present

and, if the honourable member or anyone else can tell me where good officers can be found, they will be engaged forthwith. I believe that people engaged in this work in private practice are also extremely busy and I very much doubt whether their services would be available even if the department engaged them. However, I shall be only too pleased to raise that aspect of the matter with the Director of Education and the Senior Psychologist to see whether further assistance can be made available.

RAILWAY CROSSINGS.

Mr. CURREN: Has the Minister representing the Minister of Railways a reply to my question of August 14 concerning warning devices at railway crossings?

The Hon. G. G. PEARSON: The Minister of Railways has informed me that the level crossing at 229 miles 48 chains, adjacent to Glossop station, is protected by means of signs which comply with the current Australian standards and by approach warning signs at the roadside, approximately nine chains distant from the crossing. Rail traffic is light and the maximum speed of trains is restricted to 30 miles per hour. Road users approaching the crossing have an unobstructed view of trains. If reasonable care is exercised there is no likelihood of collision. Departmental records disclose no accident at this crossing for many years past. In the circumstances, priority in provision of automatic warning equipment must be accorded crossings where the hazards are greater than at Glossop.

WALLAROO HARBOUR DREDGING.

Mr. HUGHES: Can the Treasurer say whether any of the £244,000 provided on the Loan Estimates for dredging improvements will be used for deepening the berths and channel at Wallaroo?

The Hon. Sir THOMAS PLAYFORD: The sum of £244,000 has been included in the current Loan Estimates for dredging improvements at outports. Of this sum, £78,000 has been allocated for Port Lincoln and the balance of £166,000 is expected to be spent at Wallaroo.

TOWN PLANNING.

Mr. FRANK WALSH: My question concerns the development report of the Town Planning Committee which is a valuable document although we may not agree with everything in it. Will the Premier indicate to the House his Government's policy on the report before the expiration of the 28 sitting days allowed for

consideration of the report? The Australian Planning Institute document, *Future Town Planning Administration in South Australia*, contains excellent recommendations of which I am in favour. I believe the plan should be considered by the House, be open for amendment, and be further reviewed at the end of, say, five years by the Town Planning Committee, which is an expert committee. Will the Premier indicate whether the Government will introduce legislation to amend the Town Planning Act to authorize the issue of an interim development order including the provisos I have already mentioned?

The Hon. Sir THOMAS PLAYFORD: I am sure that the Leader and all honourable members realize that this is a complicated matter. It is one thing to plan the development of a city, but it is an entirely different thing to give effect to that plan because many private rights are involved. I agree with the Leader that the plan is good, but it cannot be accepted *in toto* because all sorts of anomalies would be created. In one instance, half a factory is in a residential area and the other half is in an industrial area.

Mr. Frank Walsh: I have that in my district.

The Hon. Sir THOMAS PLAYFORD: It would be impossible to legislate to implement the plan as it is. I do not think the Town Planning Committee expected it to be accepted outright. I realize that, under the legislation, honourable members have 28 days during which to raise objections or make suggested amendments. To assist honourable members, I will obtain a short summary of the legislation that the Government might be prepared to introduce, so that honourable members might know what the Government intends to do after the period for consideration by the House has expired. This will enable honourable members, if they have other views, to take adequate action within the period.

INSURANCE.

Mr. COUMBE: Recently, the Hire-Purchase Agreements Act was amended to enable hirers to nominate insurance companies. I have been informed that the old practice whereby the company providing the finance nominated the insurance company still applies under the Bills of Sale and the Real Property Acts. It has been suggested that this practice should cease and that these Acts should be amended to include provisions similar to those included in the Hire-Purchase Agreements Act. Will the

Minister of Education, representing the Attorney-General, ask his colleague to consider this suggestion and say whether it is desirable to amend these two Acts?

The Hon. Sir BADEN PATTINSON: Yes.

BOARDING ALLOWANCES.

Mr. BURDON: Children living in the districts served by the Kangaroo Inn and Allendale East Area Schools who wish to attend schools in Mount Gambier for commercial courses are not entitled to the living-away allowance. Because of their limited curriculum, area schools do not provide commercial tuition: typewriting, book-keeping and shorthand are not taught. This is a serious matter as many parents are not able to have their children educated as they want. Will the Minister of Education reconsider the question of the living-away allowance for students who wish to attend Mount Gambier schools for commercial education?

The Hon. Sir BADEN PATTINSON: Yes.

CONCESSION FARES.

Mrs. STEELE: I have with me a list of the names of 20 persons who work at the sheltered workshop of the Phoenix Society at Eastwood and who use public transport to get to the workshop. They are all full pensioners and each month receive varying amounts which supplement their pensions. As pensioners they are eligible to travel on public transport for half the normal fare but, unfortunately, they cannot claim this concession because they have to travel at peak hours. If I supply the Premier with this list will he examine it to see whether the half-fare concession cannot be extended for these handicapped people?

The Hon. Sir THOMAS PLAYFORD: I will examine the question and reply next week. I point out that the provision of concession fares resulted from submissions made by a deputation which stated definitely that if the concession were granted no request would ever be made for it to apply during peak traffic. Public transport is already overcrowded in peak hours and if the concession were extended to peak hours it would require a duplication of buses.

TOTALIZATOR AGENCY BOARD.

Mr. CASEY: Yesterday the Premier said that he would today read to the House the letter sent from Cabinet to Mr. Cleland about the terms of reference given to the Betting Control Board. Will he do so?

The Hon. Sir THOMAS PLAYFORD: Yes. The letter dated August 6 was as follows:
Dear Mr. Cleland,

You will have had forwarded to you a copy of a letter sent to Mr. C. A. Reid, the Chairman of the Off-Course Totalizator Committee, outlining Cabinet's decision in connection with the request we had for a Royal Commission. This request will be placed in a docket and forwarded to you for your information.

The decision of Cabinet was designed to give you the widest powers of investigation possible so that your report when it is available for Parliament will contain factual information upon the operations of T.A.B. in other States. Information dealing with the effect of T.A.B. upon illegal betting, race-course attendances, the distribution of agencies, *e.g.*, country and city, any trends in the betting habits of the people, acceptance by various sections of the community, and the effect of T.A.B. upon other sporting activities, are obviously all matters upon which this type of information can be secured. The above-mentioned matters are not intended to limit in any way the scope of your inquiries. Any assistance that you require from other Government departments in South Australia will be accorded to you.

It is the desire of Cabinet that the investigation should not be more protracted than is necessary to get reliable information. Cabinet believes that it would be desirable that you and the members of your board should visit both Victoria and Queensland, and suitable arrangements will be made for an expense allowance and remuneration to the members of your board while they are so engaged.

HIGHGATE PRIMARY SCHOOL.

Mr. MILLHOUSE: On July 25 I asked the Minister of Education a question about the acquisition of additional land for the Highgate Primary School and in his reply the Minister said he thought that the department already had the matter in hand. He added that it was highly desirable for the extra land to be secured, if possible. Can the Minister say whether the land has been acquired?

The Hon. Sir BADEN PATTINSON: The land has not yet been acquired. The Education Department has received an offer to purchase the property mentioned by the honourable member. It adjoins the Highgate Primary School and comprises an area of about 112ft. by 120ft. on which is located an old but substantially built residence. The offer is at present under consideration, but no final decision has been made. It is certainly highly desirable for the department to acquire the additional land, but the department's officers inform me that although the house on it is old, it is very substantial, and they think it would be in far too good a condition to demolish. The department would have no useful purpose for it. The department's Property Officer is

at present preparing a report on the matter for consideration by the Deputy Director of Education and, finally, by me. I am unable to make any decision until I am advised to what good purpose the house could be put.

NEW MINISTER.

Mr. LAWN: Has the Premier noticed the rogue's gallery on the front page of the early edition of today's *News*? The *News* forecasts five possible candidates for the proposed new Cabinet post. Can the Premier say whether (as one rumour has it) with the object of getting rid of one problem he intends to appoint the member for Mitcham (Mr. Millhouse) to this position, or whether (as another rumour has it) in a desperate bid to save the district of Barossa for his Party, he intends to appoint the member for Barossa (Mr. Laucke)?

The Hon. Sir THOMAS PLAYFORD: This question involves policy and in those circumstances I do not believe it appropriate to answer such a question during question time.

Mr. Lawn: I thought that policy questions should be addressed to the Premier.

The Hon. Sir THOMAS PLAYFORD: I have not seen the photographs the honourable member mentioned, but I am sure that all of the honourable members concerned have the full qualifications.

SEWERAGE PROGRAMME.

Mr. LOVEDAY: Will the Minister of Works obtain a report from the Engineering and Water Supply Department outlining its programme of sewerage works to be undertaken, with the expected dates of commencement and any other details that would be of interest?

The Hon. G. G. PEARSON: It would be possible to set out such a programme so far as it related to the programme of works for the current financial year, but it would not be possible to go into useful discussions or estimates about what might occur in a subsequent financial year, except that when a work is started it logically proceeds to its conclusion in a subsequent financial year. Progress on all Government works is governed by the Loan Estimates so it is not possible to plan a firm programme ahead without the possibility of modification in the light of those circumstances. I feel that such a programme would not perhaps serve the purpose the honourable member has in mind, although I agree that it would be desirable if such a programme could be prepared. So many

factors affect the works programme from time to time. The honourable member referred to sewerage schemes. Let me quote an example where an emergency occurred in a water district. On Eyre Peninsula last year there occurred such an emergency that we had to meet. There is no question that these things upset the programme. I will discuss the matter with the Engineer-in-Chief as I should like to help the honourable member and other members if such a programme can be usefully devised, but at present I do not think it is possible to go further than the Loan Estimates providing for the current year's programme, having in mind that once work is started it is continued to its logical conclusion.

MENTAL HOSPITALS.

Mr. JENNINGS: During the debate on the Loan Estimates I raised the matter of complaints I had had regarding the Northfield Mental Hospital, where in some of the older type wards uncovered concrete floors had to be hosed down frequently during the day, which was uncomfortable and inconvenient for patients and staff. Has the Treasurer obtained the report he promised to get?

The Hon. Sir THOMAS PLAYFORD: The Director of the Public Buildings Department (Mr. Slade) has given me the following information:

The Public Buildings Department has requests from the hospital authorities to upgrade the floors at the Northfield Mental Hospital. Considerable investigation and testing has been carried out to provide an attractive and impervious covering to the floors capable of withstanding conditions in mental hospitals. An entirely satisfactory solution has not been found and investigations are continuing. Provision has been made on the Revenue Estimates of Expenditure to upgrade the floors at the Northfield Mental Hospital and this work will be undertaken when a satisfactory covering has been found to meet the particular requirements of the hospital. The £100,000 of Loan provision does not apply to floors or floor coverings.

Mr. LAWN: On Tuesday night, during the discussion on the Loan Estimates, I asked the Treasurer how the £127,000 provided for the Parkside Mental Hospital would be spent. Has he obtained the information he promised to get?

The Hon. Sir THOMAS PLAYFORD: The Director-General of Medical Services (Dr. Rollison) reports as follows:

The following information is in reply to the questions asked by Mr. Lawn, M.P., with regard to the amount of £127,000 provided on the Loan Estimates for the Parkside Mental Hospital:

- (1) None of the £127,000 is allocated for extensions to Cleland House.

- (2) The Director of Mental Health (Dr. W. A. Cramond) has stated that there is no immediate need for Cleland House to be extended whilst it retains the function for which it was originally designed and is still used, *i.e.*, the reception and treatment of acutely disturbed patients, many of whom can be relieved within a relatively short time. Those who cannot be relieved within a short time (fixed at six months) are transferred to the long-term wards in the mental hospital. The continuance of this policy is desirable so that the accommodation in the receiving house can be put to its designed use. Indeed, the Mental Health Act, 1935-62, provides in the case of certified patients that they shall not be kept for longer than six months in a receiving house.
- (3) It is true that upon transfer from the receiving house to a mental hospital the patient ceases to receive any form of Commonwealth social service assistance by way of sickness benefit, invalid or old age pension. This is a matter which has been taken up vigorously at Ministerial level with the Commonwealth Government over several years, but without any success whatsoever.

REMARK ADULT EDUCATION.

Mr. CURREN: Has the Premier obtained the report he promised to get regarding land for an adult education centre at Renmark?

The Hon. Sir THOMAS PLAYFORD: The Minister of Education has given me the following information:

The Education Department is at present acquiring an area of approximately three acres of land for an adult education centre at Renmark, which is situated between Eighteenth and Nineteenth Streets, Renmark, and borders on Murtho Avenue.

FORBES PRIMARY SCHOOL.

Mr. FRANK WALSH: Has the Minister of Education a reply to my question on August 7 about land in Edwardstown being useful for school purposes if it could be purchased from the Railways Commissioner?

The Hon. Sir BADEN PATTINSON: Following on statements made from time to time by the Leader of the Opposition concerning the land, I have had discussions with the Deputy Director of Education and the Superintendent of Primary Schools in an endeavour to solve the problem of the chronic overcrowding at the Forbes Primary School. I and my officers are convinced that the only solution, apart from rebuilding the Forbes Primary School, would be to build another primary school nearby.

For that purpose I wrote to my colleague, the Minister of Railways, on August 9, as follows:

On December 15, 1961, you forwarded to me a report from the Railways Commissioner which read as follows:

The land referred to by the Minister of Education in his minute of 5/12/61 is required for railway purposes and I cannot agree to make it available as a site for a primary school.

In view of the statements made by the Leader of the Opposition in the House of Assembly yesterday, I should be pleased if you could advise me whether this is the same land which you are alleged to have advised him will be offered for sale at public auction within the next 18 months. If so, is it not possible for the Government to have the opportunity of purchasing this land from the Railways Commissioner by private treaty?

Yesterday I received a reply from the Minister, in which he forwarded to me the following minute from the Railways Commissioner:

I think it may be inferred that the land referred to by the Leader of the Opposition in *Hansard* dated August 7, 1963, is the same as that to which reference is made by the Hon. the Minister of Education in his minute of December 5, 1961. At any rate, this department owns in Raglan Street land which was purchased some years ago to provide part of a right-of-way for a railway which may be required eventually to serve high-density housing developments. There is a good deal of other land which has been retained by the Railways for the same purpose. Late in 1962, it was decided to retain the land for a further two years, when the wisdom of its retention for the right-of-way should be further considered. In the event of its being decided to dispose of all this acquired land, the Education Department, of course, would be given the opportunity of purchasing the railway land in Raglan Street to which the Hon. the Minister of Education refers.

Naturally, I do not question the wisdom of the Railways Commissioner's decision. It may well be that the land must be retained. I can only express my great disappointment that it cannot be made available for the essential purpose of building a primary school on it, thus providing the only solution to a problem of which I am aware and drastically reducing the overcrowding at the Forbes Primary School.

SCHOOL BUILDINGS.

Mr. FRANK WALSH: The Loan Estimates indicate that £600,000 will be spent on the construction of prefabricated school buildings. The list in Appendix I to the Treasurer's statement shows that £339,000 was spent on prefabricated units in the last financial year. Will the Minister of Education say whether the Government intends to erect solid construction buildings and not prefabricated classrooms in future?

The Hon. Sir BADEN PATTINSON: That is the intention. There are two main reasons why it is necessary to continue to use timber classrooms in schools at present. These reasons are, first, that there is a need to concentrate most of our resources for new buildings on the establishment of the necessary schools to serve new areas and new centres, and, secondly, there is a need to provide for special and often short-lived needs at existing schools where enrolments have risen above the stable number for the district. Although it is difficult to give any precise date when it will be possible to dispense completely with the building of any future timber classrooms, I expect that the number required annually will be progressively decreased after the present financial year. The reason for this is that the Director of Public Buildings has advised that it should be possible to provide a larger number of complete new schools and large additions to existing schools in solid construction next financial year and that it will be possible to continue this increased rate of solid construction in subsequent years.

As I said earlier, I hoped last year that we would have ceased to build new schools of prefabricated classrooms, but there was an urgent need for four new area schools and the residents of the four districts were given the choice of having schools early that were partly prefabricated and had a solid construction spine or of waiting for a completely solid construction school later. All four chose the prefabricated classrooms with solid construction spines. In addition, we received requests from some other residents who said they would prefer this type of building to waiting for an indefinite period for solid construction buildings. It is necessary for us to provide additional prefabricated classrooms for a large number of existing schools that may require one, two, three or four more classrooms while we are waiting to build new solid construction wings for those schools.

Also, as the member for Onkaparinga (Mr. Shannon) said yesterday as Chairman of the Public Works Standing Committee, a competent officer of the Public Buildings Department experimented (most successfully, I think) during last year with a new type of building which, I suppose, was a cross between a prefabricated building and a solid construction building. A very pleasing prototype has been evolved, but no definite decision has been given on whether any new schools of this type will be constructed. However, the member for Onkaparinga said he would be prepared to

have one for his district. The policy of the Education Department is to cease the construction of prefabricated schools as soon as possible and get back to wholly solid construction schools.

FREEWAYS.

Mr. DUNSTAN: Several constituents in my district and in other districts have found some difficulty in ascertaining how their properties will be affected by the proposed freeway that will travel through the district. Many of them have erected house properties recently and they now find that the value of those properties may be affected by the existence of the freeway, even though there will not be any acquisition of land. They have asked that as soon as possible a clear statement be made on what properties will be affected by the freeway proposed by the Government so that they may be able to make proper arrangements for the future to protect themselves and their families. Will the Minister of Works make some clear statement about the properties that will be affected?

The Hon. G. G. PEARSON: Earlier today, in the honourable member's absence, the Leader of the Opposition asked a question about the Town Planning Committee's report and the effect thereof, which the Premier answered. The Leader set out his reasons for asking the question. I think the subject matter of the question and the reply adequately covers the matter the honourable member has raised.

TEACHING STAFF CHANGES.

Mr. McKEE: I recently received a letter from the Town Clerk of the Port Pirie Council, who said:

I have been instructed by my council to ask that you bring the following to the Minister of Education—that the matter of the frequent changes in teaching staff at many of the schools in the State during mid-term be minimized as much as possible.

Will the Minister of Education comment on this?

The Hon. Sir BADEN PATTINSON: I think I can say confidently that the practice has been minimized, if not almost entirely eliminated. It was on a very large scale in the past and I am quite sure that the parents and students at the schools had good cause for dissatisfaction; but the system was changed last year. The beginning of the change took place the year before last, but there was a complete change in the system.

Mid-year changes are reduced to an absolute minimum but we cannot always be sure there will not be some changes, through deaths or sudden retirements, for instance. However, to a large extent, we have avoided this annoying practice that was adopted in the past.

HAPPY VALLEY RESERVOIR.

The SPEAKER laid on the table the final report by the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on the Happy Valley Reservoir Inlet and Outlet Tunnels.

Ordered that report be printed.

HOUSE OF COMMONS PROCEDURE.

The SPEAKER laid on the table the report by the Clerk of the House of Assembly on the House of Commons procedure.

Ordered that report be printed.

CONSTITUTION ACT AMENDMENT BILL.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) obtained leave and introduced a Bill for an Act to amend the Constitution Act, 1934-1961, and for other purposes. Read a first time.

LOCAL GOVERNMENT ACT AMENDMENT BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Local Government Act, 1934-1961.

Motion carried.

Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

ELECTRICITY SUPPLY (INDUSTRIES) BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to enable the Electricity Trust of South Australia to supply electricity at reduced rates for the promotion and development of industry.

Motion carried.

Resolution agreed to in Committee and adopted by the House.

AGED CITIZENS CLUBS (SUBSIDIES)

BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to empower the Treasurer to subsidize the capital costs of Aged Citizens Clubs and for other purposes.

Motion carried.

Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

EXPLOSIVES ACT AMENDMENT BILL.

The Hon. D. N. BROOKMAN (Minister of Agriculture) moved:

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Explosives Act, 1936-1962.

Motion carried.

Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

CITY OF WHYALLA COMMISSION ACT
AMENDMENT BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the City of Whyalla Commission Act, 1944-1961.

Motion carried.

Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

SCAFFOLDING INSPECTION ACT
AMENDMENT BILL.

Second reading.

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

That this Bill be now read a second time.

The amendments proposed by this Bill are designed mainly to render the provisions of the principal Act more effective in their application to work to which the Act is intended to apply and to express the regulation-making power in a form that will enable the regulations to be consolidated and brought up to date for the convenience of persons obliged to comply with the Act. Section 3 (1) (a) and (b) of the principal Act names

the municipalities and district council districts in the metropolitan area within which the Act applies. Eight of the nine districts appearing as district council districts in paragraph (b) are now municipalities and the other, the old district council district of Yatala North, is now within the district council district of Salisbury within which the Act has applied by proclamation since 1960. Clause 3 merely brings section 3 (1) (a) and (b) of the principal Act up to date without altering the effect of the present section in any way.

Clause 4 amends the definitions of "explosive powered tool", "gear", "hoisting appliance", "power-driven equipment" and "scaffolding" in order to clarify or extend the meanings of those expressions. A firearm (but not a pistol) is excluded from the definition of "explosive powered tool". The clause extends the exclusion to pistols. The definitions of "gear" and "hoisting appliance" apply to gear and appliances used in connection with scaffolding but not to gear and appliances intended to be so used. This omission is rectified. The clause amends the definition of "power-driven equipment" so as to bring it into line with the amendment to section 5a which clarifies the definition of work to which the Act applies. The definition of scaffolding is extended to apply not only to material used or intended to be used for the support of workmen but also to material used or intended for the protection or safety of workmen, e.g., guard rails.

Clause 5 amends section 5a of the principal Act so as to clarify the meaning of work to which the Act applies. The Act has been administered, and regulations have been made, on the basis that its intention was to safeguard, so far as its application extends, all persons working on building construction projects to which the Act applies. But the Government has been advised that there are grounds for contending that the Act as it stands does not apply to general building operations after scaffolding has been erected unless the work concerned involves the erection of further scaffolding. The clause accordingly extends the meaning of work to which the Act applies to the erection as well as the use of any scaffolding or hoisting appliance and adds a new subsection to section 5a which says that where any power-driven equipment is used on or in conjunction with any work to which the Act applies, such use is to be deemed to be work to which the Act applies. This amendment also makes it clear that the use of power-driven equipment is not subject to the Act

unless it is used in connection with other work to which the Act applies.

Clauses 6 and 9 amend sections 7 and 13 which relate to the regulation-making power. When the Act was enacted, the regulations were incorporated in the second schedule thereto. Under sections 7 and 13 there is power to rescind, amend or add to those regulations but there is doubt as to whether there is power to make regulations in substitution for those in the second schedule. The amendments proposed by clauses 6 and 9 are designed to enable the existing regulations (some of which have been in force since 1909) to be revised and a new set promulgated. The regulation-making power is also expressed in the form more commonly used in modern legislation. The opportunity has been taken to include a regulation-making power to require the illumination of work carried out at night. This would apply particularly to work carried out in shifts.

Clause 7 amends section 8 (4) of the principal Act so as to bring the procedures relating to the reporting of accidents under the Act into line with corresponding amendments proposed to be made to the Industrial Code. Clause 8 gives an inspector power to give directions to persons in charge of any work to which the Act applies to take action to remove or reduce risks to which men engaged in such work or in any other work associated with such work are exposed.

Mr. JENNINGS secured the adjournment of the debate.

POLICE REGULATION ACT AMENDMENT BILL.

Second reading.

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

That this Bill be now read a second time.

At the recent Police Commissioners' conference it was agreed that it should be made an offence for a person to falsely represent himself as a member of any police force and that each State should be asked to bring down legislation to provide accordingly. Section 27 of the Police Regulation Act provides that it is an offence for a person to falsely pass himself off as a member of the police force of this State. The purpose of the Bill is to extend the scope of this section in accordance with the Police Commissioners' recommendation. The amendment will make it an offence for a person to wear the uniform of, or in some other manner to represent himself as, a member of the police force of another State, of a Territory of the Commonwealth or of any other country. The

maximum penalty will be £25, the same as is prescribed by the present section. Clause 3 (c) re-enacts, with certain amendments consequential on the amendment proposed, subsection (3) of the present section which provides that the section does not apply to a person who wears a policeman's uniform in a stage play, ball or other entertainment.

Mr. DUNSTAN secured the adjournment of the debate.

LOTTERY AND GAMING ACT AMENDMENT BILL.

Second reading.

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

That this Bill be now read a second time.

It has a very simple purpose. It will enable the Chief Secretary to increase the number of totalizator licences in respect of any racecourse in the metropolitan area on condition that a corresponding decrease is made in the number of licences available to another racecourse in the metropolitan area. Section 19 of the principal Act sets the limit of totalizator licences for Morphettville at 17 and for other metropolitan racecourses at 16 days a year.

Leaving aside the next two paragraphs of the section which deal with the South-East and an area within 50 miles of Barmera I refer to paragraph (b). This paragraph limits the number of licences on racecourses other than those in the metropolitan area, the South-East and the Barmera area, to eight days a year. However, it contains a proviso to the effect that on the application of the clubs concerned and the recommendation of the Commissioner of Police the Chief Secretary may increase the number of licences for any racecourse if a corresponding reduction is made in the number for any other racecourse to which paragraph (b) applies. This proviso does not relate to the metropolitan area.

This Bill will, by clause 3, add a similar proviso to paragraph (a). Its effect will be to authorize the Chief Secretary to increase the number of licences for Morphettville by, say, one if the number of licences for some other metropolitan course is reduced by one; the 16 days on a metropolitan racecourse other than Morphettville could likewise be increased with a corresponding decrease for Morphettville or some other metropolitan course; again the number of 16 for a metropolitan course other than Morphettville could be increased if another metropolitan course (other than Morphettville) were correspondingly decreased.

I believe that honourable members will appreciate that occasions arise when for one reason or another—for example bad weather—it becomes impossible for a race meeting to be held on a particular course. In such a case the club concerned could apply for the right to use another course in the metropolitan area for the purpose of its meeting in which event, with the other club concerned, it could make an application for the necessary additional licences for that other course. The Chief Secretary would be empowered to grant it but only on the condition that the number of licences for the course which could not be used were reduced. In other words the effect will be to give the Chief Secretary the discretion he already has in country areas other than the South-East and Barmera districts. The overall number of licences would not be increased in any one year.

In addition to the information contained in the original report this matter arises because Morphettville racecourse is rather more adversely affected by heavy rain than, for instance, Victoria Park. On occasion this year the racecourse at Morphettville was unsuitable for racing and the club desired to transfer its meeting to Victoria Park. Under the present provisions it would lose its totalizator day if that occurred. This proposal merely enables the club to transfer race meetings to another metropolitan course subject to the consent of the Chief Secretary and the Commissioner of Police. I believe that the request of the racing club is reasonable.

Mr. FRED WALSH secured the adjournment of the debate.

ASSOCIATIONS INCORPORATION ACT AMENDMENT BILL.

Second reading.

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

That this Bill be now read a second time.

It has as its objects: firstly, to enable an incorporated association to transfer all its property to the municipal or district council or other local governing authority for the area within which the property is situated; and secondly, to bring the provisions of the principal Act relating to the use of names by incorporated associations into line with the corresponding provisions of the Companies Act, 1962, and the Business Names Bill.

Section 22 of the principal Act empowers an incorporated association to transfer all its property to any other body, whether corporate or unincorporate, formed for promoting objects

similar to its own or charitable objects or to any other incorporated association. The bodies to which an incorporated association may transfer its property therefore do not include local governing bodies.

Under section 380 of the Local Government Act a council has power to accept a gift, conveyance or assignment of any real or personal property for any charitable or public purposes not connected with religious worship, but although this power to acquire property is given to a local governing body, there is no power on the part of an incorporated association to transfer its property to a local governing body. Clause 5 accordingly confers this power on an incorporated association. Section 7 (1) I to IV of the principal Act contains the grounds upon which objection may be made to the incorporation of an association. One of the grounds of objection is that the name of the association is similar to that of any other incorporated body or a name registered under the Registration of Business Names Act, 1928-1955, or is so similar thereto as to be likely to be mistaken for it. The effect of clause 3 is to extend the ground of objection where the name of the association is similar to a name registered under the Business Names Act, 1963.

Section 10 of the principal Act regulates and controls the use of names under which an association may be incorporated. Clause 4 of the Bill re-enacts section 10 so as to bring it into line with the corresponding provisions of the Companies Act, 1962 and the Business Names Bill and in effect precludes the incorporation of an association under a name by which a company or foreign company could not be registered under the Companies Act or by which a business name could not be registered under the Business Names Bill. Section 24 of the principal Act provides that an incorporated association which is unable to pay its debts may be wound up under Part XI of the Companies Act, 1934-1952. As this Act has now been replaced by the Companies Act, 1962, clause 6 re-enacts section 24 so as to bring its provisions into line with the corresponding provisions of the Companies Act, 1962.

Mr. DUNSTAN secured the adjournment of the debate.

BALHANNAH AND MOUNT PLEASANT RAILWAY (DISCONTINUANCE) BILL.

Second reading.

The Hon. G. G. PEARSON (Minister of Works): I move:

That this Bill be now read a second time.

Its object is to enable the Railways Commissioner to remove the railway line between Balhannah and Mount Pleasant. This line of 5ft. 3in. gauge is a spur line of single track which leaves the Adelaide-Melbourne main line at Balhannah and extends for a distance of a little over 20 miles to the terminal at Mount Pleasant. It was authorized by Statute in 1914, opened for traffic in September, 1918, and carried passengers and freight until June, 1953, when passenger carriage was discontinued for lack of patronage. In November, 1962, the Public Works Committee received notice from the Transport Control Board of its intention to issue an order for the closing of the line. The committee, having inquired into the matter, reported on December 6, 1962, that it had concluded that it was desirable to close the railway and so recommended.

I might add that the Transport Control Board in its report recommending the closure of the line stated that such action would benefit public revenue by about £14,000 to £17,000 a year while an estimated special maintenance expenditure of £54,000 over the next five years would be avoided. This Bill accordingly, by clause 3, empowers the Commissioner to take up and remove or otherwise dispose of the railway (which by the definition in clause 2 includes the buildings and other works and conveniences connected or used in connection with it), use any materials so taken up as he deems expedient, or sell or otherwise dispose of them as he deems proper.

Mr. JENNINGS secured the adjournment of the debate.

AMUSEMENTS DUTY (FURTHER SUSPENSION) BILL.

Adjourned debate on second reading.

(Continued from August 15. Page 527.)

Mr. TAPPING (Semaphore): I support the Bill. It contains three clauses, the most important of which is clause 3, which suspends the collection of amusement duty for a further three years commencing in July, 1964. We should not have to consider this legislation every three years. If anything, it should be introduced every nine years but, in fact, we should dispense with the collection of amusement tax. It was a war-time measure of the Commonwealth Government, and this State collected the tax from 1953. It appears neither the Government nor the Labor Party wants this tax, and it should be removed from the

Statute Book. Swimming, football and similar clubs have to include the tax in the admission charges to grounds, and this has an adverse effect on the clubs. By removing this legislation from the Statute Book we would be assisting these sporting organizations.

Bill read a second time and taken through Committee without amendment. Committee's report adopted.

METROPOLITAN TAXI-CAB ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 15. Page 527.)

Mr. JENNINGS (Enfield): I take no objection to this Bill for the simple and sound reason that it is unobjectionable. It brings the registration of taxi-cabs into line with the new system whereby a motor vehicle can be registered on any day of the month for either a six or 12 months' period, instead of the old system under which the registration was from the beginning of the month. Clause 6 adds Noarlunga District Council to the constituent councils named in the schedule. In other words, it brings Noarlunga into the metropolitan area for the purpose of this Act. I see no objection to that. The practical reason is that with the tremendous growth of population in Noarlunga it is, to all intents and purposes, a part of the metropolitan area. However, the explanation given is most unusual. The Minister said:

Under the regulations an applicant for a taxi-cab licence must have a usual place of residence within the area of the constituent council. At least one operator has built a house within the area of Noarlunga.

If this amendment were not made, he would not be eligible to have his licence renewed. I have read the regulations and cannot see any point in them at all. Regulation 10 (f) states:

Licences may be granted and renewed if the applicant's usual place of residence is within the area of a constituent council.

I cannot see any reason for that, and the explanation of the amendment is most peculiar. However, the true reason is to bring Noarlunga within the expanding metropolitan area. They are the only effective amendments, and I support the Bill.

Bill read a second time and taken through Committee without amendment. Committee's report adopted.

THEVENARD TO KEVIN RAILWAY BILL.

Adjourned debate on second reading.

(Continued from August 15. Page 528.)

Mr. FRED WALSH (West Torrens): The Port Lincoln to Penong railway, including the branch line from Wandana to Thevenard, was originally built to serve the wheatgrowing and, to a lesser degree, the salt-producing areas. Because of modern road transport methods and bulk handling, however, wheat traffic declined considerably and, according to evidence submitted to the Public Works Committee, has fallen to about 4,000 tons a year over the last two or three years. Salt production declined also. Development of the Lake Macdonnell gypsum field caused an increase in railway traffic. Waratah Gypsum Pty. Ltd. has considerable reserves there but, because of deposits in other parts of the State and the Commonwealth, the company appears to be in no hurry to develop the Lake Macdonnell deposits. The Colonial Sugar Refining Company acquired leases in the area, and I believe that, because of its intention to expand, Waratah Gypsum was induced to become more actively interested in expanding its deposits. Consequently, work in producing gypsum has increased and the need for better rail transport has become apparent, hence this proposal for a new line from Thevenard to Kevin. Gypsum will form the greatest part of the traffic on this line, although some wheat will be transported. The proposed line is a more direct route than the old circuitous route.

Mr. Innes, representing Waratah Gypsum, told the Public Works Committee that his company was at present close to matching world competition in the gypsum market, but that a continuation of the export business to the Pacific area was by no means secure because sea freights were at their lowest for many years and retaliation could be expected from the previous suppliers of the markets which had been supplied by the company for the first time last year. Nevertheless, his company was confident that it could hold some of the export market, and it was spending £200,000 to improve the gypsum workings. Mr. Innes expressed the view that the new railway would be justified provided the rail freight could be continued at the current rate or better.

Mr. Mackintosh, speaking for the Colonial Sugar Refining Company, in his evidence said that his company had only recently begun the substantial development of its Lake Macdonnell gypsum leases, and that during 1963 it was expected that about 120,000 tons would be

railed from Kevin to Thevenard. This comprised 50,000 tons for use in Australia in the manufacture of plaster, 30,000 tons as the likely tonnage for export to Japan and the South-East Asia area, and 40,000 tons for stockpiling at Thevenard. The expected total tonnage to be shipped by his company in 1964 was 100,000 tons, and thereafter the company hoped to supply half the Australian export market which was now about 100,000 tons a year, excluding the New Zealand market. Mr. Innes and Mr. Mackintosh both referred to the large market for gypsum in the Pacific area—Japan, for example, using over 1,000,000 tons of gypsum a year. They said that there was also a potential market in India, but that the companies had not as yet been able to obtain orders from there. It can be seen that there is a big potential for our gypsum deposits in this part of the State. The new railway line is estimated to cost £849,640 whereas the re-laying of the old line would cost £805,440. Having regard to the advantages and benefits that will accrue to the users of the new line it is obvious that the new line, which will cost about £44,000 more than the necessary work on the old line, is justified.

Mr. BOCKELBERG (Eyre): I support the proposal to provide this new railway line. The present line is almost worn out and has virtually reached the end of its usefulness. Most of the goods carted in that area are transported to Ceduna and Thevenard by road. The new line will be 38 miles long compared with the old line, which is 64 miles. At present about two loads of gypsum are carried daily over the old line. The cost of such transport will be considerably reduced when it is realized that the freight rate is 4d. a ton-mile. This will represent a considerable saving to the firms operating in this district. Some local produce will also be transported over the new line, although not much. With the future development of the gypsum reserves at Kevin and Kowulka the railways will be assured of patronage for many years to come. Stockpiling at Thevenard is increasing daily and when the entrance to the Thevenard harbour is deepened, as I understand is intended, larger ships will be able to come in to remove the gypsum at little inconvenience. The new line will be a boon to the district, and the development of the gypsum leases will provide employment for many men who at present find it difficult to secure employment.

Bill read a second time and taken through Committee without amendment. Committee's report adopted.

BRANDS ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 15. Page 529.)

Mr. CASEY (Frome): I support the Bill. It has been the general practice among cattle producers, particularly in the inside country, to attach ear tags to their cattle. I refer mainly to those who breed stud stock and those interested in cattle bred from artificial insemination. Whereas it has been legal to ear tag sheep, it has been illegal to ear tag cattle, and this Bill makes legal the ear tagging of cattle. The ear tagging will not end the actual branding of cattle, nor will it minimize the advisability of earmarking cattle. There is no better way of marking a beast so that the owner is fully protected than by the fire-brand method. Although it is accepted that to some extent the ear tagging of cattle will considerably reduce damage to hides, I do not think it will be advisable for cattle owners, particularly owners of registered stud stock, to rely entirely on ear tags because they are easily removed, and then there is no possible check on the legitimate owners of animals.

The object of this legalizing of ear tagging is to make it easier to distinguish cattle instead of having to depend on fire-brands. The ear tagging of sheep has been in operation for some time, which makes it easier for the ownership of the sheep to be known, particularly now that we have ink brands that are hard to distinguish once the sheep have anything from nine to 12 months' growth of wool on them. It is especially so in these days when the black brand has been eliminated and the red and purple dyes are used.

Bill read a second time and taken through Committee without amendment. Committee's report adopted.

HEALTH ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 15. Page 530.)

Mr. HUTCHENS (Hindmarsh): I support the second reading. Members will recall that before the Government introduced this Bill I had on the Notice Paper a motion designed to cover matters contained in this Bill, but I do not claim that I was responsible for the introduction of the Government measure.

Mr. Clark: But it gave you much satisfaction.

Mr. HUTCHENS: Yes. I am pleased that the Bill provides for practically everything that would have been included in a Bill introduced pursuant to my motion. This is a complex

matter, and hasty and drastic action could give unsatisfactory results. The provision of cleaner air should be dealt with in a spirit of co-operation. There should be no compulsion. The matter should be considered immediately, because delays must have serious consequences. All of those who think along these lines are well supported by many world authorities. The most recent statement by a world authority appeared in the *Advertiser* on July 23 of this year, when an interview with Col. W. L. Mather, a member of the British Clean Air Council, was reported as follows:

"I don't think your smog problem will ever become as serious as ours in Manchester, but unless you do something now Adelaide could one day have areas of extreme unpleasantness," Col. Mather said at Adelaide Airport yesterday. "Manchester has the highest death rate in the British Isles, largely through smog. We have this problem because we didn't nip it in the bud when we should have."

Although I acknowledge that this State does not have as great a problem as have other States of the Commonwealth, I think we are wise in taking action to nip it in the bud. I remind the House that Col. Mather is not a South Australian housewife: he is a businessman from one of England's biggest industrial companies. To some degree, the Bill is supported by a survey of atmospheric pollution that was made in Adelaide, the report of the findings of the committee being published in the July 1962 issue of *Good Health*. In an article headed "The Air We Breathe" appeared the following:

The main part of the survey was the work of Inspector D. F. Kelly, whose report we print here.

Mr. Kelly reported as follows:

The mean total fall-out for the period under survey in Adelaide is 15.2 tons to the square mile a month, as compared with a mean result of 21.4 in Sydney for the year 1960. The fall-out rate of total deposited matter recorded in Adelaide in the past 10 months reveals a great variation for all stations ranging from as low as 6.5 tons to the square mile a month to as high as 41.5 tons.

Mr. Kelly goes on to explain that visual observations made over several months at a time before industry commenced daily and at a time shortly after showed that three areas in the metropolitan area of Adelaide could, because of smoke and haze, be classified as problem areas—the Port Adelaide, Hindmarsh-Bowden, and Mile End areas.

Mr. Coumbe: Which is the worst?

Mr. HUTCHENS: I will not make comparisons. They all have health hazards, and I think the honourable member will agree that it does not matter which is the worst. The report continues:

However, on fine mornings, with the wind blowing from the north-east, there is a marked tendency for smoke from the Hindmarsh-Bowden area to merge with that from the Mile End area, thus making only two main areas.

The introduction to this article stated:

Some local boards have already shown great interest in air pollution, and are attempting to eliminate sources in their own areas. We commend their interest and their efforts, but, like the local boards, we are aware that air pollution is one of the many health hazards which show no respect for municipal boundaries. That is why the department believes this wide-spread hazard must be attacked centrally. We believe we can expect the interest and help of every local board.

I think that is a fair and proper deduction. The maps supplied with this report show the areas affected when the winds are from the south-west (the prevailing winds). Smoke and haze, with its contents, cover from Port Adelaide to a point beyond the Lower North or Port Wakefield Road spreading to a point south of Bolivar from a point north of Gepps Cross, an area of about 30 square miles. From the Hindmarsh-Bowden area it spreads to a point approximating Gilles Plains spreading from a point known as the junction of Hampstead and Grand Junction Roads (near the Stockade) to a point half a mile north of the junction of Muller and the Main North Eastern Roads, Hampstead Gardens—an area of about 15 square miles, spreading over Croydon, Brompton, Bowden, Dudley Park, Ovingham, Prospect, Broadview, Enfield, and Hampstead Gardens. From the Mile End area it spreads to a point approximating the junction of the Payneham and Montacute Roads, Glynde, spreading from Tranmere to a point half a mile south of the Main North East Road covering an area of 20 square miles, or Mile End, Thebarton, Adelaide, North Adelaide, Walkerville, St. Peters and part of Payneham.

When winds are from the north-east, from Port Adelaide the smoke and haze blows out to sea, spreading from a point north of Semaphore to a point north of Henley Beach, covering about 20 square miles—Semaphore, Port Adelaide, Ethelton, Rosewater, Cheltenham, Alberton, Hendon, Albert Park, Seaton Park, Tennyson, Grange and Kirkcaldy. Smoke and haze from the Hindmarsh-Bowden area is merged with the smoke and haze from the Mile End area. Commencing from Torrens Road, Ovingham, and Shierlaw Terrace, Mile End, it drifts in one huge blanket to the sea, spreading from a point north of Brighton to a point south of Henley Beach, a distance of about six or seven miles over an area of about 30 square

miles—Hindmarsh, Mile End, Thebarton, Lockleys, Hilton, Plympton, Camden Gardens, Glenelg and Somerton.

An area of about 50 to 60 square miles, or about one-third of the metropolitan area, is affected from these three trouble spots. About 200,000 people are also affected in varying degrees. Mr. Kelly, after careful study, says:

Smoke is a health hazard and it must be attacked centrally.

In his conclusions he states:

Other States in Australia are attacking this health hazard by the establishment of a Clean Air Act and its sure but steady enforcement. This contention is supported by a recent convention dealing with air pollution and its remedies. Part of the report contains an address by Mr. Louis S. Layton, Senior Research Officer of the Clean Air Section of the Victorian Department of Health, which states:

In a comprehensive review of the development of this legislation in Australia, Mr. Layton said that, before specific air pollution control measures were introduced in Victoria and New South Wales, both these States had various enactments and regulations dealing with industrial smoke abatement and control of atmospheric effluents from industry likely to constitute a nuisance or danger to health.

Stating that the Clean Air Act of Victoria, which came into force in March, 1958, was the first of its kind in Australia, Mr. Layton said it was to some extent modelled on the industrial provisions of the United Kingdom Clean Air Act, 1956. This closely followed the recommendations of the Beaver Committee, set up to advise the British Government after the 1952 London smog episode. The provisions of the Act were general and, so that air pollution might be fully controlled, regulations had to be made as the need for them arose. This is a valuable part of the legislation that we are now considering. There is no attempt in it, and there is little attempt in any Australian legislation of this nature, to bring into operation a blanket law to embarrass people in industry, but it provides for the introduction of control by regulation where it is found necessary. If people in industry are prepared to co-operate and assist the authorities, there will be no need for the regulation and it will not embarrass the Government or create any unpleasantness by its enforcement. Mr. Layton went on to say:

A Clean Air Committee has been established in Victoria to investigate air pollution problems and make recommendations to the Minister.

That is what the present Bill proposes to do. The report continues:

The ceramic industry was represented on this committee, which was an advisory body, whose investigations were carried out by permanent

technical officers of the Commission of Public Health in the Department's Clean Air Division. Regulations made so far dealt with permitted periods of smoke emission, approval by the commissioner prior to installation of fuel-burning and other industrial plant capable of contributing to air pollution, and provision for smoke indication and openings for sampling. The 1961 regulations were intended to ensure that all new industrial plant was of such design as would reduce the emission of smoke and other air impurities to the lowest reasonable level obtainable.

Mr. Layton explained that the Clean Air Act of New South Wales came into force in 1962. It was based largely on recommendations made by an advisory committee called the Smoke Abatement Committee, set up by the Government in 1955. The Act was based on a synthesis of the British Alkali Act and the Clean Air Act, with somewhat greater emphasis on the former. It was prepared in reasonably general terms and allowed the formation of detailed rules and regulations which would allow for its day-to-day operation. It established an Air Pollution Advisory Committee which might initiate, and refer to, or advise the Minister on recommendations on the Act and regulations and on the abatement of air pollution generally. The ceramic industry was not directly represented.

Certain so-called scheduled industries in which implementation of air pollution control would cause difficulty had to be licensed. They included works belonging to ceramic, cement, chemical, coal, gas, metallurgical and oil industries as well as works having very large solid fuel-fired boiler plant. In these industries the economic solution of most problems of air pollution control presented rather intractable problems in engineering and chemistry.

Owners of scheduled industries had to get prior approval for construction of new plant and for new works in parts of the State where the Act applied. Where no emission standards had been prescribed, the best practicable means had to be adopted to prevent or minimize air pollution. Premises, other than scheduled premises, would be subject to control by local authorities or municipal councils. The focal point of the programme of the Clean Air Division was the need to minimize emissions from industrial sources. Control of existing sources of pollution—other than excessive emission of dark smoke—was limited to cases where a nuisance was deemed to exist. Remedial action could be required under the nuisance section of the Health Act, but sometimes the only satisfactory solution was a major modification to the process or equipment or a change in fuel or raw material.

In addition it was much cheaper and more effective to build control equipment into new plant than to add to it later. For these reasons the Clean Air Division felt that separate treatment for new and existing plant was justified. In New South Wales the Clean Air Act was drafted by a committee within the Department of Health, based on recommendations of the Smoke Abatement Committee made to Parliament in 1958. This committee now had before it a report on air pollution measurements

carried out within the Division of Occupational Health (the Industrial Hygiene Section) within which the Air Pollution Control Branch had been established.

Both States recognized the technical nature of the problem and were proceeding with investigations and measurements, added Mr. Layton. In view of the fact that New South Wales began routine measurements several years earlier, and had achieved improvements in economy over the existing survey methods, it was natural that the development of the Victorian survey should be patterned closely on the pioneering work done in the Sydney, Newcastle and Port Kembla areas. Machinery had already been created to maintain this high degree of standardization, and to extend it as far as practicable to the administration of the Act as regards emission standards, and similar matters. Technical officers concerned with air pollution and its control in the various States would meet regularly.

I believe that so far we have been well supported in the action that Parliament proposes to take in this Bill. We have a problem in part of the State which is, in itself, a health hazard. When I contemplated a motion, I incorporated a suggestion that we adopt legislation similar to that operating in Victoria. I believe, as I said earlier, that the provisions of this Bill are similar to those of the Victorian Act. Clause 4 sets out the purpose of the amendment, and as I believe it achieves the same result as the Victorian Act I have no fault to find in that respect. The provision relating to the constitution of the proposed committee is similar to the Victorian provision, and I believe it will result in gaining the co-operation of people in industry and all people who are affected by impurities in the air. The committee's whole purpose will be to establish the causes of the air pollution and its effects and to suggest remedies.

I have but little fault to find with the suggested composition of the committee. However, I should like to deal briefly with two aspects of this matter. The clause provides that the committee, to be known as the Clean Air Committee, shall be set up and that it shall consist of the persons for the time being holding the office of Director-General of Public Health, the Principal Medical Officer (Public Health), the Chief Inspector of Steam Boilers and Factories, and the Consulting Engineer, Department of Labour and Industry. It also provides for the appointment, by the Governor, of six other members (referred to as "nominated members"), and it sets out the various bodies from which such nominated members shall be appointed. I believe that the Government should consider the appointment of somebody associated directly or indirectly

with local government. I believe that Dr. Dwyer, who is well known throughout the State and who is a down-to-earth person with much experience, could well be appointed. Dr. Dwyer is the Health Officer for Hindmarsh, and I believe that the Hindmarsh-Bowden district would be amongst the worst affected areas.

Mr. Coumbe: He has lived in the area for years.

Mr. HUTCHENS: Yes; he has been the Health Officer for Hindmarsh for 20 years. The clause provides that one of these nominated members shall be appointed on the nomination of the Trades and Labour Council, but it goes on to say that the appointee must have a practical knowledge of stoking problems. In Committee I will move an amendment to the clause, for I believe that while the Government has given the Trades and Labour Council the

right to make a nomination it has wrongly limited it in its choice. This representation is being given to a body representing the people who will be affected, and it is wrong to limit the choice in that way. I am confident that the Government had no intention of so limiting it and that it will see the wisdom of my argument. I seek leave to continue my remarks.

Leave granted; debate adjourned.

STATE BANK REPORT.

The SPEAKER laid on the table the report of the State Bank for the year ended June 30, 1963, together with balance sheets.

Ordered that report be printed.

ADJOURNMENT.

At 4.45 p.m. the House adjourned until Tuesday, August 27, at 2 p.m.