

**HOUSE OF ASSEMBLY.**

Tuesday, August 27, 1963.

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

**QUESTIONS.****TOWN PLANNING.**

Mr. FRANK WALSH: Has the Premier a reply to my recent question concerning the Town Planning Committee's report?

The Hon. Sir THOMAS PLAYFORD: Cabinet has given much consideration to the report, and I had hoped to be able to bring down information on the specific types of matter on which the Government would be considering legislation. However, every honourable member realizes that in a report of this description, where many private interests are involved and where legislation cuts across those private interests, it is difficult to arrive quickly at a correct decision. The matters the Government may consider are contained in the nine principal recommendations in the report. I seriously advise any honourable member who has a problem associated with his own district to ask that that matter be referred for consideration, for in any event the general legislation would not touch on any specific matter that might affect any honourable member's district. For instance, I quoted an example the other day of the possibility of one part of a factory being in a residential area and the other part being in an industrial area. As that type of thing could not be dealt with by general legislation, any honourable member wishing a specific matter to be dealt with should ask that that matter be referred back. I believe that the Government would co-operate with any honourable member in this respect.

**QUEEN MOTHER'S VISIT.**

The Hon. B. H. TEUSNER: We were delighted to read only a few days ago that Her Majesty the Queen Mother would open the Festival of Arts next March and probably remain in this State for several days. Have country visits been considered? If so, will the inclusion of the Barossa Valley (the Canaan of Australia) be considered, as this district will be looking at its best at that time of the year with its orchards and vineyards wrapped in green and its citizens anxious to give a rapturous welcome to Her Majesty?

The Hon. Sir THOMAS PLAYFORD: All honourable members share the views

expressed by the member for Angas, and are delighted that the Queen Mother will open the Festival of Arts. She will be here for 10 days, from March 7 to 17. I am sure that if it were possible to fit in a visit of the Queen Mother to the districts of all honourable members, they would be delighted. I cannot take the matter further at present, but the honourable member's request and other requests will naturally be considered. The Queen Mother has to be consulted about these matters. Under the circumstances, I prefer not to outline the possible arrangements for the visit. The Government is most anxious that as many people as possible shall have a chance to see Her Majesty.

Mr. HARDING: Yesterday the South-East Local Government Association, at its half-yearly meeting at Mount Gambier, unanimously passed a resolution supporting a suggestion that Her Majesty be invited to visit the South-East. It was realized that Her Majesty would probably not visit Victoria, and it was estimated that if a visit could be arranged near the Victorian border probably 100,000 people would attend such a function. Will the Premier consider this matter and recommend that the Queen Mother visit the South-East, if possible?

The Hon. Sir THOMAS PLAYFORD: I will bring the honourable member's request to the attention of the organizers, and ask that it be considered.

**WATER RATES.**

Mr. HUTCHENS: In view of the many statements in the press and concern expressed by the public, will the Premier say whether consumers will be expected to pay more this year in water rates? If so, what is the reason for the increase?

The Hon. Sir THOMAS PLAYFORD: All honourable members know that water rates are based upon the rated value of the property in one way or another. In recent years, a substantial rise has occurred in the rated value of properties in the metropolitan area and throughout the State. In fact, the department has never kept up to those increases: it has not considered those increases. I believe that the rate equivalent at present is about 65 per cent or 70 per cent of what would be allowed under the Act. Some adjustments will be made resulting in additional revenue and I shall refer to them when introducing the Budget next Tuesday. These increases, however, are not commensurate with the

increasing costs to the Government of providing the water. An increase of threepence has been made in the rate equivalent, but that does not mean that the same quantity of water will not be supplied. It frequently means nothing to the ratepayer. I shall deal with this matter on Tuesday next.

#### GAWLER RIVER FLOODINGS.

Mr. HALL: Heavy rains over the weekend created a flood problem on land adjacent to the Gawler River. Two flood peaks were experienced in that part of the Gawler River adjoining the Port Wakefield Road. The earlier peak passed without causing much damage to the surrounding market gardens. However, the second peak occurred yesterday, and the water, after breaking a bank that was safeguarding several gardens, entered those gardens causing thousands of pounds worth of damage to the plants. One house was completely flooded. Residents of this area at present blame, to some extent, the operation of the gates of the South Para reservoir. They maintain that the opening of these gates added force to the flood that broke the banks guarding their farms. Has the Minister of Works any knowledge of the working of the flood-gates on the South Para reservoir and can he say whether they contributed to this flooding?

The Hon. G. G. PEARSON: The member for Gawler (Mr. Clark) this morning indicated to my office that he would ask a question on this matter, so I include his inquiry in this reply. Prior to the building of the South Para reservoir any floodwaters that came down either the North or South Para Rivers were uncontrolled, and as soon as the higher reservoir in that system—the Warren—was filled, all waters that fell in the catchment areas came down the rivers without control. Since the completion of the South Para reservoir in 1958 the reservoir has not been filled until now and during that period the waters of the South Para River have been absorbed and taken into the capacity of the reservoir. This year, however, for the first time, the reservoir is filled and the rainfall last week and at the weekend caused an overflow from the reservoir down the channel of the South Para River.

Earlier this winter there were several rainstorms in the area, and on one occasion the North Para River came down in flood and had it not been for the capacity of the reservoir to take the water from the South Para River at that time, there would have been severe flooding in the township of Gawler and in the areas below it. The reservoir was not at that

time filled and the waters from the South Para River were controlled.

Mr. Shannon: The reservoir is a nice holding basin.

The Hon. G. G. PEARSON: The operation of the gates of the reservoir would not contribute to the peak of the flood, rather it would diminish the peak, because departmental employees, aware that heavy rain was falling in the catchment areas, would immediately proceed to open the gates to allow water to escape prior to the flood from the upper river reaching the reservoir. The operation of the gates, therefore, would not accentuate the peak of the flood, but would diminish it. To that extent the existence of the reservoir and the operation of the gates would ameliorate flooding. On the cessation of rainfall in the catchment areas the operators would assess the likely intake to the reservoir, and, having allowed sufficient water to escape to prevent the reservoir overflowing, would gradually close the flood control gates so that when the flow into the reservoir tapered off the reservoir would be approximately filled. I assure the honourable member that the operation of the flood control gates would ameliorate rather than accentuate flooding. Secondly, if the reservoir were not in place the peak of the flood twice this winter would have caused flooding, at least in the lower reaches of the river.

Mr. CLARK: I thank the Minister for his courtesy in mentioning that I had approached him on this matter. During the last few days I have been inundated by queries from constituents living at Eighth Street, Gawler (known as Goose Island) across the swinging bridge at the rear of Eudunda Farmers' Co-operative Society store. This area is occupied mainly by gardeners, and at least twice in the last fortnight their gardens have been severely flooded. They have asked whether it would not be possible to prevent flooding in that area by permitting some of the water from the South Para reservoir to escape during the fine weather to enable waters from flash floods, which come down suddenly as they did last weekend, to be absorbed by the reservoir. I do not know whether this is possible or practicable, but has the Minister any thoughts on the matter?

The Hon. G. G. PEARSON: I will examine the suggestion. What the honourable member is now requesting is that the South Para reservoir should be used as a flood control dam rather than as a reservoir. Of course, it was not built for that purpose and there is always the strong possibility that, if we

released water from the reservoir near the end of the winter, we would waste water that would not be replaced by subsequent rains. I will discuss the matter with the Engineer-in-Chief to see whether he thinks it possible to assist in any way in this direction.

Mr. HALL: Yesterday, considerable damage was incurred by market gardeners in the area I referred to. One gardener has lost between 300 and 400 dozen cabbages, worth 50s. a dozen. Another grower claims that he has lost the bulk of 4,000 to 5,000 dozen bunches of carrots, worth 16s. a dozen bunches. About 60 to 70 tons of potatoes can also be regarded as a total loss. Some of the flooding occurred adjacent to a railway line where a private bank protecting these gardens was breached. It is thought locally that this railway line possibly contributed to the flow of water along this bank and helped to build up the pressure until the bank was breached. Can the Premier say whether there is any likelihood of compensation being granted to these gardeners if the railway works were a contributing factor?

The Hon. Sir THOMAS PLAYFORD: This is a question of law, and I hesitate to answer such questions without having the full facts and the views of the Crown Solicitor at my disposal. As it is a matter of law, I believe that if it could be proved that the railway works were responsible for that damage, compensation could be claimed from the Railways Commissioner, but it would be necessary to establish that he was the guilty party and that the flooding occurred as a result of his obstruction, or alleged obstruction. My knowledge of that area leads me to assume that that would be rather difficult to prove, because for many years this area has been notoriously subject to inundation. I doubt very much whether it could be established in court that the Railways Commissioner was in any way responsible. The recent freedom from flooding in this area has rather been caused by the operations of the reservoir, which has taken some of the peak waters of the past. Active steps are being taken to draw up a plan, which in due course will go before the Public Works Committee, to provide for alleviation. I will get a report from the Railways Commissioner to see whether he accepts responsibility.

#### AFRICAN DAISY.

Mr. SHANNON: This morning a deputation headed by the Chairman and District Clerk of the Stirling District Council and the Chairman of the East Torrens Council waited on the

Minister of Agriculture to discuss the problem of African daisy in the hills. I understand that the Minister said that before the Government could provide any worthwhile assistance in eradicating this weed some amendment would be required to the existing law. The problem of noxious weeds is common to many areas, and many landholders suffer from a variety of noxious weeds. Will the Minister consider, in preparing projected legislation, the possibility of providing subsidies to councils that follow the practice of the Stirling District Council of imposing a special rate on landholders to establish a fund to deal with this problem? If such a provision were included in the proposed legislation it would encourage self-help on the part of councils. This would be helpful from the Government's viewpoint, as it would ensure that sufficient funds were available to help combat the problem of noxious weeds.

The Hon. D. N. BROOKMAN: Since the passing of the 1956 Weeds Act, the Agriculture Department has done what it can to see that the Act is being properly administered. This has led to the spending of much money on work by its own department and on other activities in this relation. The basis of the Act is that it is a local government matter and I suppose basically it comes back to the landholder himself. The response from councils has been widely varying, but over the years it can be said that it has become more and more effective each year. Under the Act, whereas the Government is entitled to spend money in various ways, it is not permitted to subsidize councils for most of the work on weeds other than on reserves held by a Government department. For financial assistance to be given would require an amendment of the Act, and such an amendment would be a matter of policy, and would have to be referred to the Government before I could give a considered reply. I will certainly do what I can to obtain a prompt reply on all the matters raised in the question. As to the rate being struck by the Stirling District Council for weed control work, I believe that this is the first occasion it has been done anywhere in this State, and I was pleased to hear of the council's proposed action.

#### CORPORAL PUNISHMENT.

Mr. DUNSTAN: I am informed that on a recently televised *Four Corners* session it was stated that South Australia was the State in which most corporal punishment was inflicted by law; that the sponsors of the session had

approached the Sheriff for a statement on what occurred in corporal punishment in this State; that he was not prepared to make a statement available unless it was approved by the Premier; that, in fact, the making of a statement had not been approved by the Premier; and that therefore no statement was available for the session. Can the Premier say whether this matter was correctly reported and, if it was, will he obtain for the House a report from the Sheriff on the way corporal punishment is administered when ordered in this State?

The Hon. Sir THOMAS PLAYFORD: I have no objection to getting a statement for the House. The programme the honourable member referred to was obviously based on a controversy that was occurring in another State arising out of a judgment in that State, and was a matter concerning another Government. It has never been South Australian policy to participate in a free-for-all brawl that may be organized by someone in another State. We deal with our own problems as Parliament would have them dealt with: we do not participate in the political problems of a Government in another State. I do not know whether the television programme was designed to embarrass or assist the New South Wales Government. I did not take that much notice. All I said was: "It has nothing to do with us; we are not involved in this argument; and, as far as we were concerned, we will mind our own business." The honourable member's question is a legitimate one, and every member of Parliament should have the right to the information. I will see whether I can get him a full report.

#### PRESS STATEMENT ON WOOL LEVY.

Mr. HEASLIP: On several occasions during this session questions have been asked regarding improper or misleading advertising; I think that the Leader of the Opposition and the Deputy Leader each asked a question regarding television advertising and refrigerator advertising, respectively. My question has nothing to do with advertising but deals with an item that appeared in a newspaper that has a big influence throughout the State with the reading public. In the *Advertiser* last Saturday appeared in very bold print "Levy accepted by growers". The word "accepted" certainly appeared in inverted commas and it was stated that the levy would be four times that at present being paid by woolgrowers, this money to be used for wool promotion. I am sure that this levy has never been accepted by woolgrowers.

The SPEAKER: The honourable member realizes that he cannot debate the question.

Mr. HEASLIP: Yes. In my opinion it was an improper item. I do not know whether the *Advertiser* or Sir William Gunn was responsible but, whoever was responsible for something definitely misleading and, in my opinion, improper, it was probably used for a purpose. Alongside this statement appeared another item, also in bold print, "Expect Wool to Fall" in relation to the promotion of wool. I do not think that writing down of products is promoting them. In conformity with the replies the Premier has given to the two previous questions mentioned as to the advertising being improper or misleading, will he do what he can to see that the press prints no misleading and improper statements, but presents only the true facts?

The Hon. Sir THOMAS PLAYFORD: The position in regard to advertising can be cleared up by the Government by means of certain legislation dealing with accepted advertising. The second matter raised by the honourable member is much more difficult. I did not see the article he has referred to but he says that it contained, in inverted commas, the word "accepted". As I understand the position, when words are quoted the remark has been made by someone else. It may have been that the press was rather sceptical in quoting "accepted", and drew attention to the fact that it was quoting the word. I would not have thought that whoever made that statement believed that they were helping the cause. I would think that the paper had gone out of its way to point out that this item was a little suspect. I will look at it and inform the honourable member of my views.

#### MORPHETT STREET BRIDGE.

Mr. LAWN: Can the Premier say whether any agreement with the Adelaide City Council has been reached by the Government regarding the Morphett Street bridge? If it has, when is the work likely to commence, what is the estimated total cost, and will the Government still share in that total cost?

The Hon. Sir THOMAS PLAYFORD: Some time ago I informed the Adelaide City Council that the Government was most concerned at the traffic bottleneck occurring in that part of the city and that, subject to the approval of Parliament, the Government would assist the council in remaking the two bridges and the roadway concerned to provide for a modern improved outlet from the west end of the city. The conditions under which I outlined the

matter for the council were that the Government would provide the whole of the money if the council would service half of the loan (in other words, be responsible for the repayment of one-half of the loan, together with interest, spread over 30 years). The whole of the work from Hindley Street right up to Montefiore Hill would be included in the project.

Mr. Lawn: What about the acquisition of property?

The Hon. Sir THOMAS PLAYFORD: The acquisition of the property for that purpose undoubtedly would be included in it. I explained to the council that the Government did not have the staff available at present to provide the engineering services, and that the offer was conditional upon the council's undertaking the control of the work. This week the Lord Mayor brought me a copy of a report dealing with this matter, together with sketch plans and estimates of the cost. He asked me whether the Government regarded the matter as confidential or whether the matter could now be reported to the council. I replied that there was no objection to the matter being reported to the council, and I understand that it was reported to a subcommittee of the council on Monday afternoon. I criticize only one feature of the report, and I have a grave criticism of that feature. Although I glanced at the report only casually, I noticed that it stated that it was necessary for this improved highway to be in operation by, I think, 1970, and that the council intended that the work would not start for two years. I entirely disagree with that part of the report, for I believe there is an urgent necessity for this work; the Government would not have offered to make such a large sum available had there been no urgency for the work. I agree with the general plans, but I do not agree with the time schedule which, in my opinion, is far too slow. I told the Lord Mayor when he gave me the report that I did not agree that the time schedule was desirable. The work is estimated to cost about £1,400,000, and as far as I can see it would provide an extremely good outlet from the city. Not only is the work desirable: it will facilitate the passage of traffic as probably no other outlet could. However, in view of the honourable member's interest in this matter I will bring the report to Parliament tomorrow, and any honourable member wishing to study it and to ask questions on subsequent matters arising may do so. As there is only one copy it is not possible for me to table the report, but it will be freely available to honourable members.

#### EGG MARKETING.

Mr. BYWATERS: I have received information that last week Colonel McArthur (Chairman of the Commonwealth Egg Marketing Authority) visited South Australia at the request of the Minister for Primary Production (Mr. Adermann) and spoke to the Minister of Agriculture about the bird levy plan which this organization has put forward and which is accepted by every State except South Australia. Colonel McArthur made certain suggestions to the Minister. Has the Minister had any further advice on this matter and will he now agree to join with the other States in this plan?

The Hon. D. N. BROOKMAN: I met Colonel McArthur last week and pointed out to him that I was in the process of contacting the Minister for Primary Industry on this matter, but that as the Minister would not yet have received anything from me about the matter I did not feel inclined to anticipate what I said in the communication. However, I can reiterate what I have said in the past, which is that there is nothing whatever to stop the Commonwealth Government, if it wishes to move in this matter, doing something about it, but that we in South Australia would like to know the details of what we are being asked to do. That is what I have said in this House before, and that is my present position. When I hear from the Minister for Primary Industry regarding what I was lately saying to him, I shall be happy to place further information before the House.

#### FINGERPRINTING.

Mr. FREEBAIRN: Yesterday in the press the Commissioner of Police is reported as advocating a national system of fingerprinting for the purpose of crime detection. What is the Premier's attitude to such a national scheme? Would it benefit South Australia?

The Hon. Sir THOMAS PLAYFORD: As far as I know, my colleagues do not agree that it is desirable to assume that everyone is going to break the law and that we should have his fingerprints ready to catch him when he does. In a normal State such as ours, although it is necessary that the police have as much help as possible in detecting crime, we do not believe that it is proper to assume that everyone is going to break the law and that we need to have the evidence ready to convict him when he does. As far as I know, there has been no request in Cabinet from the Chief Secretary or anyone else for an alteration of the present law.

**OUTER HARBOUR FACILITIES.**

**Mr. TAPPING:** Has the Minister of Works additional information in reply to the question I asked him last week concerning improvements to the Outer Harbour channel?

**The Hon. G. G. PEARSON:** Yes, I have a further report from the General Manager of the Harbors Board. The honourable member asked me in particular whether there was to be any widening of the swinging basin at the Outer Harbour, and I am on record as saying that there was to be no deepening of the Outer Harbour as such but that I was not sure whether or not there was to be an enlargement of the swinging basin. I now find, on examination of the plans the General Manager has submitted to me, that it is planned to widen the swinging basin. There apparently is a long-standing programme for widening which has not been carried out because we have not had the facilities for doing it, but there will be some improvement effected to the swinging basin that will make it completely adequate for the largest ships ever likely to call here and indeed more than adequate for the average ship calling.

**SCHOOL CROSSINGS.**

**Mr. LAUCKE:** Has the Minister of Works as yet received any further information from his colleague, the Minister of Roads, concerning the school crossing at Tea Tree Gully, to which I have recently referred on several occasions?

**The Hon. G. G. PEARSON:** My colleague, the Minister of Roads, informs me that the Road Traffic Board will arrange a further meeting with the District Council of Tea Tree Gully to discuss the effect of barricading the school crossing in Walter Street (which was arranged essentially as a child protection measure) and any modifications (such as the addition of extra traffic signals) which the council may propose.

**NEW ADELAIDE GAOL.**

**Mr. FRED WALSH:** A recent press statement suggested the removal of the railway station to a position west of the present site. I do not approve of that. One authority, in reply to that suggestion, pointed out that it was hardly practicable to move the railway station to a site west of the present Morphett Street bridge, because the land would not be sufficient for marshalling yards, the south line loop and the northern services, and because the Adelaide Gaol precluded any extension of railway land. The Adelaide Gaol, which is well over 100 years old, is in a bad condition. At

present the Public Works Committee has before it a proposal to construct a new women's rehabilitation centre to house females to be removed from the present gaol. As this is a valuable piece of land, and because of the need—if not now, then soon—for the expansion of railway services, can the Premier say whether the Government has considered building a new gaol on the outskirts of the city to accommodate short-term male prisoners (the same as is planned for female offenders) with the ultimate objective of abolishing the existing gaol structures?

**The Hon. Sir THOMAS PLAYFORD:** As the question involves two or three important policy decisions affecting several departments, I should like to obtain a report before I answer it. I understood that it was necessary to have gaol accommodation close to the courts for remanding prisoners and for other reasons. I will check this information and inform the honourable member later.

**RAILWAY YARDS.**

**Mr. BOCKELBERG:** Has the Minister of Works a reply from the Minister of Railways to my recent question regarding the fencing of Eyre Peninsula sidings?

**The Hon. G. G. PEARSON:** My colleague, the Minister of Railways, informs me that the Railways Commissioner has stated that it is desired to renew the fences around the Yee-lanna yards when necessary, and funds are available for the work. The fact is, however, that the Railways Department has experienced considerable difficulty in recent years in giving the necessary attention to fencing in the Port Lincoln Division. The response to invitations to contractors is disappointing. The Commissioner adds that it is difficult to supply and maintain the full strength needed in the maintenance gangs, and consequently his department cannot call on help from these gangs in the erection of new fences. The Superintendent has been requested to continue his efforts to obtain fencing contractors.

**PASKEVILLE SCHOOL.**

**Mr. HUGHES:** Last week I drew the attention of the Minister of Education to the need for urgent repairs at the Paskeville school. The Minister promised his co-operation and said he would give the matter his personal attention. Has he had the matter investigated? If so, has he a report?

**The Hon. Sir BADEN PATTINSON:** The Director of the Public Buildings Department has informed me that the work to which the

honourable member refers has been included with other requests for repairs, additions and painting at the Paskeville school. Local contractors have been asked to submit prices to carry out the repairs and additions in the first instance. Painting will be commenced by departmental painters as soon as this work has been completed.

#### RAILWAY STANDARDIZATION.

Mr. CASEY: I understand that the railway line between Cutana and Radium Hill will be standardized eventually under the new standardization agreement in order to carry the crushed metal from the old mine at Radium Hill to the proposed route. Can the Minister representing the Minister of Railways say whether, under the scheme to standardize this 12 miles of track, a third line will be laid on the existing narrow-gauge sleepers? Alternatively, will the track be laid with new broad-gauge sleepers or with alternate broad-gauge sleepers?

The Hon. G. G. PEARSON: I will get a report for the honourable member.

#### BOARDING ALLOWANCES.

Mr. BURDON: Has the Minister of Education a reply to the question I asked on August 22 about boarding allowances?

The Hon. Sir BADEN PATTINSON: The Education Progress Allowance Regulations provide for the payment of a boarding allowance to every qualified student who is forced to live away from home in order to attend the nearest approved secondary school which gives a course of secondary education of the kind selected by the student and approved by the Director of Education. The policy has been that a boarding allowance is not payable where a student lives within five miles of a school or within five miles of transport services serving such a school which gives a full course fulfilling the requirements leading to matriculation. This policy was re-affirmed by Cabinet on July 25 this year. As both Kangaroo Inn and Allendale East Area Schools have courses covering the requirements for Public Examinations Board Intermediate examinations, students coming within the terms of the above policy do not qualify for a boarding allowance if they wish to attend schools in Mount Gambier.

#### TRANSPORT LOG BOOKS.

Mr. CURREN: Can the Premier say whether the Government has considered introducing legislation to provide for the use of time log books by drivers of heavy transport vehicles

operating on interstate and intrastate highways? I understand that this system operates in most other States.

The Hon. Sir THOMAS PLAYFORD: The Government has publicly stated that it is considering overhauling our transport legislation. One matter that undoubtedly will be examined is that of time log books. We have frequently had direct evidence that serious accidents have resulted from operators driving vehicles for prolonged periods and, in some instances, taking drugs to prevent them from falling asleep. We think that this is an undesirable practice and we are examining what other States have done about this. We must remember that South Australian industries depend greatly on markets in other States and we should avoid unnecessarily restricting transport. Generally speaking, the answer to the question is 'Yes'.

#### MODBURY HOUSING PROJECT.

Mr. FRANK WALSH: On August 15, when I was unable to make myself heard because of a throat disability, the Deputy Leader of the Opposition asked the Premier, on my behalf, questions relating to the Modbury housing project for 2,000 houses. Has the Premier a reply?

The Hon. Sir THOMAS PLAYFORD: I have reports relating to this question and, in addition, I also received a report from a private firm which said that it undertook investigational work in soil surveys and that such surveys were available to those who wanted them. I have received the following report from the Director of Mines:

For a number of years the Department of Mines has undertaken soil examinations mainly on private house sites for a nominal fee (at present £5 5s. per site where the examination is for one pit); with increasing fees for additional test pits and higher fees for multi-storey buildings and special investigations. Each applicant is supplied with a report of the investigation, together with recommendations on the type of foundations considered to be the best suited for the conditions encountered. The recommendations on foundation practice are based on those suggested by the C.S.I.R.O. and the Commonwealth Experimental Building Station.

Within the more closely settled portions of the metropolitan area the department has an extensive and detailed knowledge of soil types, which has been built up over many years. However, in the more outlying suburban areas detailed soil surveys have not been undertaken and it is, therefore, necessary to examine each allotment separately, and to relate the soil type to a known standard for which an appropriate footing has been designed.

It must be emphasized that an appropriate footing in cases of very bad soils may be very costly, and even then there can be no guarantee

against failure. Knowing the soil type and having a recommended standard footing, it is the responsibility of the architect or builder to design his loadings to minimize the risk of failure. The department would be unwilling to accept any direct responsibility in this matter.

I have also received the following report from the Chairman of the State Bank Board:

The State Bank, in making housing loans under the Advances for Homes Act and out of Commonwealth-State Housing Agreement funds, deals with applications strictly in the order received from prospective borrowers. The bank does not deal with builders or group-housing organizations, but directly with the prospective borrower who proposes to occupy the house in question. Despite approaches by certain builders and organizations the bank has always refused any priority or quota for them, and accordingly it would not propose any such preference for the Modbury project.

#### SUN VALLEY WATER SUPPLY.

Mr. MILLHOUSE: I have been approached by residents in the area known as Sun Valley, near Belair in my district, and I was handed over the weekend what could be described as an informal petition addressed to me and containing the signatures of 22 residents in that area. Sun Valley has not yet a reticulated water supply. For some years most of these residents have been supplied by an indirect service from a main close by and, although they have very much appreciated being able to draw water in this way, three or four of them are sharing water from the same pipe from an indirect service, and this by no means is entirely satisfactory. Now, in company with those people living in group 14 (Belair and Blackwood), they have received water rating notices even though the direct service which has been promised and which, I understand, will be supplied by November, is not yet there; they have been assessed and rated for the financial year 1963-1964. This has caused some perturbation. If I hand the Minister of Works this petition, will he be kind enough to ask the department not to try to collect the rates until the water is supplied?

The Hon. G. G. PEARSON: As the honourable member communicated with my office this morning and said he would ask the question, I had inquiries made. People in group 14, of whom I believe Mr. Hewitson is one, have had an indirect service since about 1960. The department recognized that this service was unsatisfactory and therefore, because it could not guarantee a satisfactory supply, the consumers were not rated in the ordinary way. Since then, however, in preparation for the general reticulation of the area, mains

have been provided from which the indirect services are drawn with a much better pressure. Because of the improved supply and the fact that, although the services are indirect, they are capable of giving a good service to the consumers, the department has now included this area in a water district. This has been done for the reasons stated. The area, therefore, must now be rated, and there is no power under the Act for me or the department to remit a rate or neglect to apply a rate. As the consumers are now getting a satisfactory supply, it is only proper that they should be rated, and as soon as the final scheme is installed they will get a complete service. There is no possibility whatever that the department would rate land that did not have a service. The practice is that when mains are laid and handed over to the Engineer for Water Supply for him to operate, they are gazetted as being available for supply. The department's Revenue Branch does not recognize a main until it has passed through that procedure and it has been notified that a certain main has been gazetted; then it proceeds to assess and to rate. I think that with that explanation the honourable member's constituents will be satisfied, as I understand they are now receiving a satisfactory supply from the indirect service. I will see whether any of those whose names appear on the petition do not come within the category I have set out.

#### REID MURRAY EMPLOYEES.

Mr. LOVEDAY: Has the Minister of Education a reply to my recent question concerning employees of Reid Murray who paid part of their wages into the firm's savings account? Section 292 of the Companies Act provides:

Subject to the provisions of the Act, in a winding up there shall be paid in priority to all other unsecured debts . . . all wages . . . Can the Minister say whether that automatically means that wages that have been paid into a savings account of the character I have referred to automatically become unsecured debts?

The Hon. Sir BADEN PATTINSON: I shall be pleased to inquire, but I think the point is that the wages have become savings.

#### ADULT EDUCATION FEES.

Mr. SHANNON: Following a question raised a few days ago by Mr. Clark, I have been inundated by questions from some of my constituents on the same problem: the fees charged for adult education. One complaint I received concerned an instance of people who



were paying, I think, 45s. a quarter tuition for 13 lectures, when on investigation it was found that the same lecturer was giving 30 lectures in the metropolitan area for £3. If that is correct, obviously the country people are being unnecessarily penalized. I am informed that a number of families who have perhaps two or three persons attending these adult classes are finding the burden a little too heavy. As a result, there has been a considerable falling off in enrolments, which I think is most undesirable. I know that the Minister of Education is most enthusiastic about adult education, and I applaud him for it. However, if these figures which I have quoted are accurate, obviously something should be done about adult education in order to keep our country classes flourishing. If we had a comparison of costs per lecture in the country with the city, I think we could decide the policy to pursue in this matter. Will the Minister investigate the position regarding fees charged per lecture, which I think is the only basis upon which we can make a comparison?

The Hon. Sir BADEN PATTINSON: I am not aware of the circumstances of the case cited by the honourable member, but I know that fees for adult education classes conducted by the Education Department were increased considerably as from the beginning of this year with the object of keeping them in line with the scale of fees charged by the Institute of Technology. However, the courses were not entirely parallel.

Mr. Shannon: They are not at all parallel.

The Hon. Sir BADEN PATTINSON: The result has been that there has been a notable falling off in the number of persons taking these classes and there have been widespread complaints, not only from members of both sides of both Houses of Parliament, but from the committees of the various schools and a large number of individuals. Another anomaly is that the fees charged by the Adult Education Branch of the University of Adelaide and by the Workers' Educational Association have not been raised, although when the Government approved of the establishment of the Adult Education Branch of the university I wrote to the Vice-Chancellor and asked him to ensure that the newly-appointed Director of Adult Education at the university would keep in close liaison with the Director of Education so that there would not be unnecessary duplication of classes or uneconomic competition between the two. Unfortunately, that liaison has not prevailed, and we have this multiplicity of effort

and a lack of uniformity in the charges. It is easy to have hindsight instead of foresight, and I am sorry now; I think we made a mistake in increasing the fees as from the beginning of this year, for the Education Department classes at any rate. I think we increased them too steeply. As the honourable member has stated, I am a great advocate of adult education in all its forms, and I am alarmed at the very substantial decrease in the number of classes. I have made a proposition to Cabinet for a reconsideration of the fees. This was to have come up before Cabinet on Monday, but a number of other matters came before us and this matter has not yet been finally considered. I hope that for good or evil we will have a decision within the next few days.

#### JERVOIS BRIDGE.

Mr. TAPPING: Last week I asked a question of the Minister of Works concerning the 2-ton load limit on the Jervois bridge. Has the Minister a reply?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, informs me that the 2-ton load limit was imposed on the Jervois bridge by the City of Port Adelaide, acting in terms of section 779a of the Local Government Act. The load limit was imposed at the request of the Highways Commissioner, for safety reasons. The policing of these types of provision is normally the responsibility of the local government authority with assistance from the Police Department. It is understood that the Commissioner of Police does in fact carry out some policing of both the loading and speed restrictions.

#### WATERVALE WATER SUPPLY.

Mr. FREEBAIRN: When I was in the Watervale district yesterday several people expressed concern to me that the Mines Department's boring plant had been removed from Watervale, leaving the town's water supply bore only partly completed. Will the Minister of Works ask his colleague, the Minister of Mines, when the work at Watervale will be resumed?

The Hon. G. G. PEARSON: I will obtain a report for the honourable member tomorrow or Thursday.

#### TRAIN DERAILMENTS.

Mr. BYWATERS: Recently I asked the Minister of Works a question regarding two train derailments, one in my district and one nearby. I think all members were disturbed about the serious derailment that occurred near

Nairne over the weekend. Has the Minister a reply to my earlier question, and can he comment on the disastrous train accident at the weekend?

The Hon. G. G. PEARSON: I have a report from the Minister of Railways regarding the earlier inquiry, as follows:

The Superintendent, Murray Bridge, has submitted reports concerning derailments at 110½ miles, Pinnaroo line, on Friday, August 9, 1963, and 80 miles, Barmera line, on Saturday, August 10, 1963. Both reports are inconclusive in that the Superintendent has been unable to nominate a specific cause of derailment. The track at 110½ miles, Pinnaroo line, is laid with 60AS plant with staggered joints. It was resleepered and lifted on ballast in 1959 and the gaugemaster record made in July of this year discloses no gross defect in the vicinity. The record of cants and gauges within 100ft. of the point of derailment, taken after the derailment, shows that local irregularities are within the prescribed limits. Derailment took place on tangent track on a grade of 1 in 90 falling. The speed of the movement, as recorded, was 39 m.p.h. Maximum permissible speed is 40 m.p.h. The first vehicle in derailment was TV4872 loaded. No evidence was found of any broken rail or obstruction or vehicular defect.

The track at 80 miles, Barmera line, is laid with 60AS plant with squared joints on a curve of 30 chains radius. It was resleepered and recentred in February, 1962, and has maintained its alignment. Ballast is adequate. The gaugemaster record taken this month discloses no gross defect in the vicinity. The record of cants and gauges within 100ft. of the point of derailment, taken after the derailment, shows that cant is less than prescribed, but that local irregularities are within normal limits. Derailment took place on a grade of 1 in 96 falling. A brake application was made immediately prior to derailment. The first vehicle in derailment was M7260 loaded with 32 tons of dried fruit. Marks indicated that a wheel mounted the inner (low) rail. No evidence was found of any broken rail or obstruction or vehicular defect. In the circumstances, the Commissioner concludes:

1. A preliminary cause has not been found in respect of either derailment.

2. It is probable that both are attributable to the combined effect of several disturbing factors. To the extent of the irregularities recorded, the condition of the track would have comprised one such factor.

3. Deficiency of ballast was not a disturbing factor in either case.

4. The line is in safe condition for the loads and speeds prescribed.

The Minister of Railways states that the Commissioner is having a departmental inquiry into a more recent derailment in the Adelaide Hills, and at present no report is available as to the circumstances. The honourable member will realize that, in view of the information I have given him regarding earlier derailments, the Commissioner will make a full inquiry.

#### BREATHALYSERS.

Mr. HARDING: I refer to a question I asked on August 13 when I said that many road accidents and deaths had been caused by people driving under the influence of intoxicating liquor. I asked the Premier whether it was the practice in this State to conduct breathalyser tests. Much publicity was given to this matter following the Premier's reply that the effect of the breathalyser test would be investigated. Since then, scores of serious accidents have occurred here and in other States. Can the Premier say whether the Commissioner of Police has investigated this matter? Further, has Cabinet considered it, and is a report available?

The Hon. Sir THOMAS PLAYFORD: I hope to have a report for the honourable member on Thursday.

Mr. BYWATERS: The Premier is no doubt aware that last week at the University of Adelaide a conference discussed scientific studies for the prevention of alcoholism and that much good material was forthcoming. The question of breathalysers was discussed at this conference. A Senate Select Committee appointed in 1959 brought down a report in 1960 in which it stated that whereas official statistics indicated that intoxication was primarily responsible for 6 per cent of accident cases, private estimates set the percentage as high as 70 per cent. The committee reported that in 1958-59 road accidents cost the Commonwealth about £70,000,000. That was a huge sum and did not take into account that 2,135,000 working days were also lost—thrice the time lost through industrial disputes. One of the recommendations of the Select Committee was that chemical tests to assist in determining the degree of intoxication of drivers should be compulsory. Can the Premier say whether the Government, in view of this report, will consider introducing legislation to provide for breathalyser tests?

The Hon. Sir THOMAS PLAYFORD: I ask the honourable member to put his question on notice.

#### BOOK SALESMEN.

Mr. LAWN: During the past three sessions I have advocated that salesmen, particularly book salesmen, should be licensed as are marine store dealers. Since last year's session I have received correspondence from the Attorney-General, and his last letter stated that he was placing this matter before Cabinet to obtain a decision whether or not legislation should be introduced. Can the Minister of Education,

representing the Attorney-General, say whether Cabinet has made any decision, and whether legislation will be introduced this session?

The Hon. Sir BADEN PATTINSON: The Attorney-General took the matter to Cabinet and it has been discussed from time to time, but certain difficulties are associated with this problem because it is not as clear as it might appear. Of course, as the honourable member knows, certain legislation at present deals with book salesmen who represent themselves to be acting on behalf of the Education Department, and at least one successful prosecution has been conducted.

Mr. Lawn: Some of these salesmen have a criminal record.

The Hon. Sir BADEN PATTINSON: I realize that, and I am personally concerned because some of those criminals claimed that they represented the Director of Education and me. Fortunately, at least one has been convicted. I will take the matter up with the Attorney-General again.

#### KESWICK BRIDGE.

Mr. LAWN: Can the Minister of Works say whether the Government has decided to rebuild the Keswick bridge? If it has, when will work commence?

The Hon. G. G. PEARSON: As I am unable to say from my own knowledge, I will obtain a report for the honourable member.

#### FEES ON LOANS.

Mr. FRANK WALSH: An extract from the 1963 *Hand Book* of the Real Estate Institute of South Australia Incorporated, under the heading "Fees on Loans" states:

Where a loan is negotiated for any party with a recognized lending authority, the charge made should be based on the time involved by arrangement with the borrower, with a minimum of one guinea. In all other cases the charge should be by prior arrangement with the parties concerned based on half the standard sales commission.

Assuming the vendor, through the agent, sells a house for £4,200, and that £1,000 deposit has been paid, a balance of £3,200 is left. Temporary finance would then be required. On £3,200, the commission is £116. Half of this amount (£58) is used to arrange temporary finance. In most cases, the one or two telephone calls involved would be covered by the charge. Having paid £1,000 deposit the purchaser then pays the commission of £58 plus other charges, making a total of about £130 plus interest. Will the Minister of Education ask the Attorney-General to investigate this

matter with a view to preventing people from being overcharged or, in other words, from being robbed?

The Hon. Sir BADEN PATTINSON: I will ask my colleague, the Attorney-General, to investigate this matter.

#### POWERLINES.

Mr. DUNSTAN: Earlier this year, some towers on the route of the main powerline from Port Augusta collapsed in the high winds. I understand that, although there have been no high winds recently, the powerline has again collapsed in the Gorge area. Will the Premier ask the Electricity Trust to see whether any cause can be assigned for these collapses which, in some instances, could cause much inconvenience, and even an emergency, in the metropolitan area?

The Hon. Sir THOMAS PLAYFORD: Yes.

#### RAILWAY POLICY.

Mr. HALL: Recently I asked the Premier a question about the public relations of the Railways Department and, in particular, about the use of a sign at ticket-selling offices. Has the Premier a report?

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

Return travel by alternative routes: The reasons for originally granting this convenience were, (a) on this system a return fare costs less than two single fares; (b) it was introduced to assist commercial travellers in the days when they used the railways. The by-law provided that the return half of a ticket was available for a return journey only on specific alternative routes, but the privilege was greatly extended by instructions which became complicated and difficult for the staff to understand. Consequently, when the use of alternative travel was reduced to an occasional passenger it was decided to remove the privilege when the new Coaching Book was issued in 1962.

However, in view of the representations made I have approved the re-introduction of alternative route travel for country journeys. The return portion of a ticket to any country station will be available for return travel from any other country station on the payment of a single fare to cover the increase, if any, in the mileage travelled.

Sign at station window: Paragraph 16 of the by-laws governing general regulations for passenger traffic reads as follows:

Giving Change—In order to avoid inconvenience and delay, passengers should tender the exact amount of the fare. Passengers should examine their tickets and count any change received before leaving the booking window, as mistakes cannot be rectified afterwards. A book of fares is available for inspection at each booking office.

As the amount of cash at country stations is kept as small as possible, it is necessary to request the passengers not to tender notes of large dimension. Moreover, if a passenger presents such a note just prior to the departure of a train there would be delay and inconvenience to other passengers. These were the reasons, no doubt, which inspired the regulation that was introduced many many years ago. I do agree, however, that the tone of the notice is too peremptory, and I have asked for it to be amended by adding the word "Please" in the heading.

**MANNUM FERRY.**

Mr. BYWATERS: Has the Minister of Works a reply from the Minister of Roads to my recent question about an additional ferry for Mannum?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, informs me that traffic during ordinary week days is about 170 vehicles a day, and can therefore be classed as light when compared with 400 vehicles a day at Kingston and 450 vehicles a day at Berri. Delays at these ferries would be similar to those at Mannum on holiday periods. Duplication of the ferries at Berri and Kingston are proposed. Following the installation of these, Mannum will be given consideration.

**FREEWAYS.**

Mr. DUNSTAN: Last week I asked the Premier whether notice was to be given to persons near proposed freeways to enable them to take action to provide houses for themselves elsewhere, and the Premier replied that he believed that matter would be covered in the reply he gave to the Leader about the Town Planning Committee's report. With great respect, I do not think it was covered in that reply. As I understand it, the provision of a freeway may be separate and apart from the proposals of the Town Planning Committee. A freeway planned for my district may well proceed regardless of Parliament's acceptance or rejection of the report. Can the Premier say whether the Government will consider making it clear what properties will be affected, and the degree to which they will be affected, by the proposed freeway, so that the landholders may have ample notice to enable them to make alternative housing provisions?

The Hon. Sir THOMAS PLAYFORD: At present the Government has no knowledge on this matter other than that which is contained in the Town Planning Committee's report, which is extensive in its scope and deals with many matters on a general basis rather than

on the itemized basis the honourable member seeks. We do not know whether the House will refer any of the report back to the committee for further consideration. As I said earlier, if the honourable member has any specific problem related to his constituents he should deal with it as a specific problem, because the Government will deal with this matter from the point of view of the general acceptance or otherwise of certain provisions in the report. The Government has no proposal to bring before the House related to individual properties.

**RECREATION RESERVES.**

Mr. TAPPING (on notice): What provision is the South Australian Housing Trust making in the development scheme for the Osborne-Taperoo area, for sporting and recreation reserves and for children's playgrounds, respectively?

The Hon. Sir THOMAS PLAYFORD: The Chairman of the South Australian Housing Trust reports:

The Education Department, in co-operation with the Port Adelaide Corporation, is negotiating with the Housing Trust for two pieces of land in Osborne-Taperoo area to be developed under the Recreation Grounds (Joint Scheme) Act, 1947. These, with the existing Largs North and Meyer Ovals should provide sufficient space for sporting and similar activities. So far, the trust has set aside land for six reserves in the area and, as development proceeds, others will be set aside. Sites for schools in the locality are of ample area to provide recreation space for schoolchildren. In addition, there has been considerable development of the foreshore and further development of this nature can be expected.

**OFFENDERS PROBATION ACT AMENDMENT BILL.**

Received from the Legislative Council and read a first time.

**AMUSEMENTS DUTY (FURTHER SUSPENSION) BILL.**

Read a third time and passed.

**METROPOLITAN TAXI-CAB ACT AMENDMENT BILL.**

Read a third time and passed.

**THEVENARD TO KEVIN RAILWAY BILL.**

Read a third time and passed.

**BRANDS ACT AMENDMENT BILL.**

Read a third time and passed.

LOCAL GOVERNMENT ACT AMENDMENT  
BILL.

Second reading.

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

*That this Bill be now read a second time.*

This Bill provides for transmission lines and other equipment of the Electricity Trust to be exempted from local government rating. There are substantial reasons why this should be done, as I shall indicate. The Bill also provides that, where councils are widening or improving roads, and electricity poles should remain a traffic hazard, these will be moved by the Electricity Trust at its own expense. At present the trust is required to pay local government rates. It is proposed that the trust shall continue to pay rates on land or buildings owned by it and used for normal purposes of offices, depots, substations, etc. When the Government established the Electricity Trust in 1946 it was visualized that this would be the class of property which would attract rating. However, local rates have been extended to transmission and distribution equipment to an extent that is likely to impede the development of the electricity system.

The trust has over the years made great efforts to extend electricity supply into the settled areas of the State. Many millions of pounds have been spent on the transmission and distribution network and at the same time country tariffs have been continually reduced. With the Government subsidy made available last year, country tariffs are now within 10 per cent of those applicable in the metropolitan area and are, in general, the lowest of all those in the mainland States. The trust has undertaken within five years to carry the full cost of this and the Government subsidy will cease. In these circumstances it is undesirable that the establishment of electricity mains should attract additional costs in the nature of rates. I may point out that at least one council has charged rates on electricity mains amounting to 10 per cent of the total sales of electricity in that district.

Electricity mains provide an extremely important service to the community. Local government bodies do not incur expense in connection with these mains. On the contrary, the presence of the trust's power in a community improves property values in that community. I have conferred with council representatives on this matter. They are in almost unanimous agreement that it is not desirable to rate essential equipment of this important public

utility which is operated on a non-profit basis on behalf of the community. With existing legislation, however, the councils feel that they cannot arbitrarily waive rates they are legally entitled to collect. At the conference with the council representatives it was said that when the council wanted to have a pole shifted, the trust had asked it to pay the cost; but it was agreed that when the Commissioner of Highways considered that a post was a nuisance to traffic and should be removed the trust would move it without cost to the council.

Mr. Frank Walsh: Is any charge made now where lines go across private property?

The Hon. Sir THOMAS PLAYFORD: Some councils have rated transmission lines, even though they cross private property. There is no problem with the councils about this matter, for when their representatives came to discuss this matter with me they stated that they were happy with the terms of the exemption as provided in this legislation.

Mr. Frank Walsh: Do any owners of private property require compensation?

The Hon. Sir THOMAS PLAYFORD: That is entirely different. The trust has to arrange with property owners concerning its transmission lines that cross their property, and it usually pays a certain sum or makes an equitable arrangement. However, that is not involved in this legislation.

Mr. Heaslip: What about single wire earth return lines?

The Hon. Sir THOMAS PLAYFORD: Those lines are providing a great service to the community. However, this Bill deals purely with the trust's responsibilities to local government. The conference that I convened agreed, first, that ordinary land and buildings should remain rated and, secondly, that transmission lines, generating equipment, and the necessary equipment for transmitting power should be exempt from rating, but that the trust should have the responsibility, where a council requests the shifting of a transmission pole and it is agreed to by the Highways Commissioner as being necessary, of undertaking such work without cost to the council.

The provision of electricity supply in country areas is considerably more expensive per consumer than in more closely settled districts. At the present level of tariffs, many extensions in country areas are uneconomic and must be subsidized by the State or other consumers. The Bill provides that machinery, equipment, poles, wires, etc., of the Electricity Trust, together with easements and rights-of-way over

which the lines are carried, shall be excluded from the definition of ratable property. This is a desirable change which will remove one of the possible hindrances on the extension of the electricity network. I emphasize that the trust will still be liable for rates on land and buildings used for offices, depots, etc.

In discussing this matter with council representatives it was agreed that, if the trust's equipment were exempted from rating, it might be reasonable for the trust to bear the expense of moving poles where this became necessary because of road widening or improvement. The Bill provides that, if a council requests the trust to move a pole, the trust will do so without cost to the council. The trust's obligation, however, will be confined to cases where the pole or wires would impede traffic and, if necessary, the Commissioner of Highways shall give a certificate to this effect.

Section 871g of the Local Government Act provides that if the Adelaide City Council requests that a pole, pipe or other work in a roadway be moved, the cost of the removal and replacement may be recovered from the council. This section may also be extended by proclamation to other councils. The Bill provides that section 871g will no longer apply to equipment owned by the trust. Consequently in the Adelaide City Council area as well as all other council areas the trust will bear the cost of removal in appropriate cases. There is no doubt that councils throughout the State will be involved in the future in many road improvement schemes which will necessitate the moving of existing transmission or distribution poles. The responsibility imposed on the trust in this Bill that it will undertake the work in *bona fide* cases of traffic hazard will make a substantial contribution towards the improvement of our streets and roads system.

Mr. FRANK WALSH secured the adjournment of the debate.

#### EXPLOSIVES ACT AMENDMENT BILL.

Second reading.

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

*That this Bill be now read a second time.*

Its main purpose is to enable effect to be given to arrangements which have been made to acquire certain land at Broad Creek, Port Adelaide (shown in the plan in the schedule to the Bill) from Imperial Chemical Industries Alkali (Australia) Ltd. for an explosives reserve and to lease the land back to the company subject to certain conditions consistent with the land being used as an explosives

reserve. The land in question is used for the transport of explosives discharged from boats to magazines at Dry Creek. It is desirable that the Government acquire ownership of the land so that adequate precautions may be taken in the interests of public safety. The necessary amendments in this connection are made by clause 4, which inserts six new sections in the principal Act.

The principal Act contains no general power to acquire (either compulsorily or by agreement) any land for the purposes of the Act. New sections 28b and 28d empower the Minister to acquire land for any purpose connected with the storage or transport of explosives and to dispose of any land so acquired, or dedicated for any such purpose under the Crown Lands Act. The new sections will bring the principal Act into line with other Acts such as the Education Act and the Highways Act under which land may be acquired for public purposes. The land occupied by the company is held under a mining lease. New section 28c therefore confers on the Governor power to resume or accept the surrender of mining leases. A further mining lease comprising portion of the mangrove swamps area (seawards of the embankment shown in the plan) is in course of preparation. The company proposes to reclaim this land and also part of Broad Creek. As the creek is a navigable tidal creek, its reclamation would interfere with the theoretical public rights of navigation. The Bill therefore confers express statutory authority for the reclamation of the creek (new section 28f). Explosives discharged from boats are brought by ketch to the Harbors Board jetty (shown in the plan) and from there they are taken overland to the magazines at Dry Creek. The reclamation will necessitate moving the jetty further down the creek. The reserve (the hatched area in the plan) includes the present danger area (a circle of 40 chains radius with its centre at the jetty) and what will be the danger area when the jetty is moved up to 30 chains down the creek. (The exact position to which the jetty will be moved has not yet been decided.)

At present there are large evaporating ponds on land which will form part of the reserve. These ponds do not constitute any danger when explosives are being unloaded, but other mining activities, for example, sinking shafts, may well do so, and the Bill provides (new section 28e) that no such other mining activities shall be carried out unless the permission of the Minister is obtained. In respect of land in the reserve that will be comprised in the new

lease, that is, portion of the land which will be reclaimed, the permission of the Minister will be required for all mining activities. Clause 5, which is unrelated to the arrangements concerning Broad Creek, contains an amendment of section 31 of the principal Act. That section empowers the Harbors Board to permit (subject to such conditions as it thinks fit) ships carrying more than the prescribed amount of explosives to enter a port, but only for the purpose of discharging explosives. Under section 35 the board may permit (again subject to conditions) such a ship to come alongside a wharf, but there is no explicit power enabling the board to permit the ship to enter a port.

Recently an agreement, incorporating suitable indemnities, was concluded with a certain company to enable two of their ships which were carrying explosives in excess of the prescribed amount to enter ports, to (a) shelter from adverse weather; (b) take on stores, fuel and water; and (c) obtain medical aid in case of sickness. It is clearly desirable that the board have express statutory authority to enter into such arrangements when occasion demands, and the purpose of clause 5 is to remove the limitation that permission to enter ports may be given only for the purpose of discharging explosives. The amendment will bring section 31 into line with section 35 under which the board may permit any such ship to berth for any purpose.

Mr. CORCORAN secured the adjournment of the debate.

#### AGED CITIZENS CLUBS (SUBSIDIES) BILL.

Second reading.

The Hon. P. H. QUIRKE (Minister of Lands): I move:

*That this Bill be now read a second time.*

Its object, as its long title indicates, is to enable the Government to subsidize the capital costs of aged citizens clubs. Clause 3 accordingly empowers the Treasurer to make a grant either to a local government authority or to any institution recommended by it and approved by the Treasurer, for the purpose of assisting in the purchase of land, buildings, furniture or equipment. Subclause (2) provides that before making any such grant, the Treasurer must be satisfied that the land, buildings or equipment concerned will be used wholly for the purpose of a club for the provision of physical and mental recreation of aged citizens. Subclause (3) provides that no grant can be made unless the local governing

authority contributes an amount equal to the amount to be granted by the Government. Subclause (4) limits the total amount which can be granted for any one club to £3,000. Clause 5 enables the Treasurer to attach terms and conditions to a grant, and clause 6 contains the usual financial provision.

Clause 4 provides that if any institution, which has received a grant, is wound up or goes out of existence or ceases to operate a club, all of the assets used in connection with the club (less outstanding liabilities) are to be transferred to the local governing body concerned. The object of this provision is to ensure that the assets, to which the Government and the local governing authority have contributed, do not become dissipated or perhaps applied by the institution for other purposes. I draw attention to the definition in clause 2, which will enable the benefits of the Bill to be available in parts of the State outside the normal local governing areas.

From time to time there have been requests for some form of governmental assistance towards the provision of clubs for our senior citizens, and a number of such clubs already exist. That they have great value is, I think, accepted by all sections of the community, but no club can function without club rooms which involve land, buildings, furniture and equipment. Many of the existing clubs have been established by or with financial assistance from local governing authorities. Their funds are, however, limited, and the Government has decided that if it were to subsidize the initial capital cost on a pound-for-pound basis, this would assist very materially in the formation of more of these very worthy institutions.

Mr. McKEE secured the adjournment of the debate.

#### CITY OF WHYALLA COMMISSION ACT AMENDMENT BILL.

Second reading.

The Hon. P. H. QUIRKE (Minister of Lands): I move:

*That this Bill be now read a second time.*

Its object is to make it possible for the City of Whyalla Commission and the Housing Trust to make arrangements under which works relating to the construction or drainage of streets, roads and footways in the neighbourhood of land owned by the trust can be financed by prepayment by the trust of rates on ratable property. As honourable members know, the trust is carrying out a large-scale building programme at whyalla and, in order to keep pace with developments there, this programme must

be continued for some years. For the proper development of a large and fast growing city, road construction should obviously keep pace with housing development.

The trust undertakes some financial responsibility for the cost of roads in trust areas, but some part of the costs necessarily falls on the City of Whyalla Commission. In the past the trust has accommodated the commission by prepaying rates spread over a term of years. Recently, however, the Crown Solicitor has advised that, while the trust can legally prepay its rates, the commission cannot lawfully accept such prepayments, since they could be construed to be in the nature of loans made otherwise than in accordance with the Local Government Act. The commission's borrowing powers are at present fully extended, and unless the trust is in a position to assist the commission as it has in the past, road works will be held up until such time as they can be financed from revenue. The provision of roads is an urgent necessity, and it is considered that the method of assisting the commission by the prepayment of rates is beneficial, not only to the trust and the commission, but also to the ratepayers. This Bill accordingly inserts in the principal Act express power to enable the commission and the trust to make the necessary arrangements.

Mr. LOVEDAY secured the adjournment of the debate.

#### SCAFFOLDING INSPECTION ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 22. Page 630.)

Mr. FRANK WALSH (Leader of the Opposition): Although I support the Bill, I ask the Government why its scope should be limited to any one place in this State? The life of any one person is important to me, in whatever trade he is employed, and whether he works in the metropolitan area or in any other part of the State. The district councils of Burnside, Campbelltown, Marion, Mitcham and West Torrens have all grown because of their increased population, and it is pleasing to note that the Minister has realized that these councils are now municipalities.

In whatever manner power tools have been defined in the past, there has always been the need for tutoring in their use. It appears that we have overcome the difficulty in defining power tools. I do not know of any restrictions concerning who may use power tools. A person would be foolish to attempt to use them without proper

instruction. The use of steel and other materials in building construction has revolutionized the building industry. Nowadays an architect must be able not only to draw plans, but to assess stresses and strains as well as carrying capacities. Whereas once the normal procedure was to use steel frame windows and timber doors, aluminium is extensively used nowadays. The calculation of stresses and carrying capacities involves much complicated work. Nowadays buildings can be erected much more quickly than they were in the past, and there is no longer the need for swinging scaffolds. Architecture nowadays is vastly different from what it was. If one suggested that a facade similar to that on Parliament House would be included in a building 40 years hence, it would be regarded as being old-fashioned.

The Hon. P. H. Quirke: You would like to see it, though.

Mr. FRANK WALSH: Craftsmanship was associated with such work, but that is a lost art today. No-one wants to use heavy materials when work can be done effectively with lighter materials. The proposed amendments are designed to afford greater safety in the industry, and so are acceptable. The scaffolding inspectors will have greater power. It will no longer be necessary to determine that a ladder must extend a specified distance beyond a landing stage or that handrails must be provided. The scaffolding inspector will ensure that the scaffolding is safe. We do not want a repetition of the type of accident that occurred recently in the construction of a silo, when a workman fell to his death because no safety net was provided. The fact that a scaffolding inspector must possess certain qualifications will also be of advantage. It may be suggested that I am not commending the Government for introducing this legislation, but I doubt whether it would have been introduced had it not been for the many deputations that have waited on various Ministers requesting safer working conditions in the building and other industries where scaffolding is demanded. I am glad that the Government has introduced this Bill, but I regret that it has not sought to apply the legislation to the whole State. I shall not attempt to amend the Bill because I realize that I would be beating the air. I have the greatest respect for life where scaffolding is concerned, and I do not differentiate between the city and the country. This measure should apply to the whole State, but I support the second reading.



Mr. COURCEL (Torrens): I support the Bill because in some ways it gives greater safety for men engaged in some types of construction work. All members will agree that it is a welcome move. Some of the provisions may appear to be minor, but in some ways they could have far-reaching effects. I am pleased that the scope of the legislation has been extended to take in the area of the District Council of Salisbury, which includes the Elizabeth area where many buildings are being erected, including flats of three storeys, and where scaffolding and hoisting machinery is necessary. Apparently the main object of the new definitions is to eliminate confusion that has existed since the Act was amended in 1961. The words "or intended to be used" refer to certain types of gear where the words "to be used" were previously used. Apparently an inspector will be able to inspect scaffolding intended to be used as well as inspecting scaffolding already in use.

Mr. Hall: That will be convenient for the users of the scaffolding.

Mr. COURCEL: Yes. It will provide protection for the men who work on it. In some instances hoisting gear is used, but in some respects that matter is covered by the Lifts Regulation Act. There has been a view that, although scaffolding on the outside of a large building came under the Act, scaffolding within the building, and where there was power-driven equipment, did not do so. According to my interpretation, some of these matters will be covered by the Bill. Clause 5 amends section 5a of the principal Act so as to clarify the meaning of the work to which the legislation applies. In his second reading explanation the Minister said:

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.

In my view, work carried out on scaffolding inside a building is now covered, as well as scaffolding on the external faces of the building. The Bill deals with a number of anomalies in the definitions and the regulation-making powers of the department. One matter that has been greatly overlooked in recent years relates to illuminations on work carried out at night. Two points arise here. One is the danger to workmen because of poor illumination. In my experience many buildings have

been grossly underlit at night. Men working in a brightly lit area may go to a dimly lit area and then have an accident. This could be especially so where work was being done at a height or in an excavation. I am glad that this matter is now covered by the legislation. Another matter is the illumination of scaffolding in the interests of the passing public. People have walked into scaffolding and fallen into trenches and other excavations because of inadequate lighting at night.

Mr. Millhouse: Didn't a former Vice-Chancellor of the university fall into a trench?

Mr. COURCEL: Yes. Some time ago there was a controversy about the bad illumination of excavation work being done by the Engineering and Water Supply Department. Accidents had occurred, and vehicles had fallen into trenches. I was pleased that the Minister of Works arranged for these works to be better illuminated. However, this matter is not covered by the Bill. In the city of Adelaide work is progressing near busy footpaths and they are not lit, at times, as well as they could be. The presence of so many pedestrians could result in accidents, and this could also occur in country districts. The Bill protects workers on scaffolding and assists administration by tidying up some of the provisions. Such a measure has my wholehearted support. The Leader of the Opposition raised several points, but I do not intend to reply to them now, because I want to read the report of the Leader's speech so that I may understand it the more readily. I hope to have the chance to reply to his points in Committee.

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 22. Page 637.)

Mr. HUTCHENS (Hindmarsh): Before I was granted leave to continue my remarks last week I had dealt with the desirability of the provisions of this Bill the functions of the proposed committee, to be known as the Clean Air Committee, and also the personnel to be appointed. I acknowledge that air impurities create health, moral and economic problems, and I propose to deal with the Bill in those categories. Few people fully appreciate the health hazard that exists in air pollution. While one could quote for hours the authorities who explain the health hazard of the polluted atmosphere, I consider it is sufficient to quote

an extract from *The Problem of Coal and the Atmosphere*, by Arnold Marsh. Mr. Marsh said:

The body takes in about 3,000 gallons, or 35 lb., of air each day, seven times the average weight of food and drink combined.

That is a mighty lot of air for a human being to take in during the course of a day.

Mr. Hall: It is a good job it is not alcoholic.

Mr. HUTCHENS: Sometimes when I listen to the honourable member I wonder whether the air is full of alcohol. The occasions are rare when factory area dwellers can escape to the countryside or the sea. Smoke pollution does not provide a disease or type of disease peculiar to itself as does polluted water. Fibrosis, catarrh, sinusitis and coughing are contributed to by air pollution. Throat-clearing coughing is heard in every hall in an industrial area.

The psychology of light and cleanliness is an enormously potent factor. The findings of industrial research workers have shown that the output of work was demonstrably diminished when lighting conditions were bad, or where there was a drabness or lack of tidiness. There is no need to labour this point; everyone is aware of its reality, although few, perhaps, appreciate the way in which mental vigour and cheerfulness can be frustrated and persistently subdued by environmental dinginess. The purely physical consequences of living in polluted air are reinforced by the mental gloom, particularly where, as is normal with the conscientious housewife, it is accompanied by additional work and effort, or even anxiety and weariness, caused by having ceaselessly to combat the invasion of dirt. With many, however, there is set up a habit of tolerance of dirt at the expense of standards of cleanliness, accompanied by a degradation of appreciation of sense of beauty and similar values. In a dirty, dingy environment the appreciation of beauty and colour is lost and is replaced by a dulled and degraded outlook. This must lead to sad, social consequences and a lack of sense of civic consciousness. A spotless town is far more a town than an air polluted town. It is hard to have clean children in a dirty town, and physical dirt is closely related to moral dirt, for both lead downhill in the things that count most.

Mr. Millhouse: You are thinking that the next thing to Godliness is cleanliness?

Mr. HUTCHENS: Yes. I know that the member for Mitcham is always very clean, and I am glad to have his support in this matter. I think that all members of this Parliament

desire that people will be clean and Godly. It is too much to expect good results in schools that exist in a polluted atmosphere. Mr. Marsh also said:

We cannot imbue the young with a sense of beauty when beauty itself is damned.

Added to the health and moral aspect of air pollution is the cost. I have a number of articles showing this in a few simple words, but I think the better article is one taken from a United States of America health journal, headed "Colossal Expenditure Entailed by Air Pollution", which states:

Since pollution abatement is expensive, its champions have been busy since the early years of the century in pointing out that pollution itself costs even more. In 1913, Pittsburgh spent an estimated 8,500,000 dollars on supplementary laundry bills, maintenance or renewal of wallpapers and curtains, protection of merchandise and the replacement of merchandise damaged by smoke. In 1950-51 it was estimated that the total losses due to pollution in the whole of the U.S.A. amounted to 1,500,000,000 dollars, i.e., 10 dollars per inhabitant per year. This calculation included damage to crops. Measures for the control of pollution undertaken by the Government, local authorities and industry in that year cost about another 100,000,000 dollars. In Britain it is estimated that one ton of smoke causes damage to the value of 60 dollars, which works out at almost one dollar's worth of damage per ton of coal.

External maintenance of shops must be undertaken every three years in rural areas, every two years in moderately polluted areas and every year in very polluted areas. In France, a study made in 1957 showed that additional expenditure on cleaning and the provision of clothes, painting, building maintenance, reduction of earnings and medical services totalled 480,000,000 dollars, or 12 dollars per inhabitant per year. The city dweller gives on an average 6.6 lb. of clothing to be washed per week as against a little over 4.4 lb. for the rural inhabitant. This means 50kg. more per year when the town dweller has washed or washes himself. On the basis of 0.40 francs per 2.2 lb. and 20,000,000 French people living in polluted zones, this extra cost amounts to the equivalent of £80,000,000 per year. The fact that air pollution decreases the life of garments by an estimated one-twentieth adds another 40,000,000 dollars to the bill. According to builders in France, zinc-work which used to last for 30 years now has to be renewed in four to five years, in the worst cases. Wastage on this count alone has been estimated at 40,000,000 dollars.

This article shows that the health, the morals and the economy of a nation are sadly affected by air pollution. Each and every report so far made and available has at some length referred to air pollution destruction of property. These I have put together in the fewest possible words:

The tarry substance has a harmful effect on some materials. Soot is not in itself chemically destructive but, with tar, discolours. Combination of soot and tar from smoke may contain up to 10 per cent sulphur, resulting in iron corrosion. Mortar, because of its porous structure, absorbs the contents of the atmosphere: in other words it takes in the sulphur which is later drawn out by moisture and penetrates the surface of bricks, some stones and tiles, setting up crystallization; with its expansion it loosens the surface, forming decay.

It may be said that I have spoken in general terms and made little reference to the local problem. The reason is that little is known of the full facts of air pollution in South Australia, for investigations have been limited in nature. The only report I have seen is the one I referred to earlier printed in *Good Health Journal*. Some local government bodies have made investigations with honest endeavours, as stated by Mr. Kelly in part of his report, to which I did not refer.

In this respect the Hindmarsh council has been most active but, under the provisions of the Local Government Act, is very limited in its powers to remedy the ill-effects of air pollution. I could quote from the inspector's report at great length but give merely a few typical extracts:

35 Hythe Street, Croydon, 11/7/60—Called on the above address, found a quantity of grey ash lying in backyard. Mrs. King stated that when the smoke and whatever was in it was blowing her way she was frightened to go

outside as it affected her eyes. If it got on clothes while they were wet it left black marks. (Would be prepared to give evidence.)

Mrs. Harlow, 10 Robert Street, Croydon, 19/7/60—Stated that she is for everlasting sweeping up white ash from window sills and verandah. Stated that the smoke was so thick at times that she couldn't see the corner at Government Road, which is about 100 yards away. Also informed me that a Mr. Wilson, who owned and occupied 9 Robert Street, sold the property and moved out because he could not put up with the smoke and soot; claimed that it affected his throat.

(Would give evidence if absolutely necessary.)

26/7/60—Stopped in Forster Street, Croydon, adjacent to Browns factory at 11.35 a.m.; grey ash was falling on the road, was coming from the tall chimney; picked up a few pieces (specimen No. 1). Whilst there the foreman looked out through the door; on seeing me, he looked at the road and footpath (which was covered with white ash); this was at about 11.40 a.m. He then went back inside. The smoke was coming down around me rather thick at this stage and it caused me to sneeze three times. The foreman came out again at 11.50 a.m., had a look around; the ash had stopped falling then. The small chimney started to smoke at 11.55 a.m.; it had a bluish tinge. The tall chimney was belching white smoke when I left at 12.00 and drove around to McInnes Street, Croydon, where there was a considerable amount of grey ash on the road. I stopped at the corner of McInnes Street and Wood Avenue, Croydon, for about five minutes and grey ash was falling the whole of the time.

I should now like to give the following examples:

Address and date.	Time.	Duration.	Nature.	Damage.	Remarks.
1 Henry Street— 27/2/61	1.30 p.m.	Until midnight	Smoke, soot and smell	Black specks all over washing	Brown soot gets in washtroughs, hair and all over yard.
1/3/61	1 p.m.	Until 5 p.m.	Smoke, soot	In washtroughs	—
2/3/61	—	Until 5 p.m.	Smoke, soot and smell	Brown soot in washtroughs and on verandahs	—
3/3/61	—	Until late at night from 9 a.m.	Smoke, soot and smell	Specks all over washing	—
2 Henry Street— 2/3/61 and 3/3/61	—	All day	Smoke, soot and smell	Damage to washing and fresh paint-work	—
1/3/61 27/2/61	1 p.m.	All morning Until early morning of 28th	Soot Soot, smell and smoke	Smoke and soot spot washing	Thick in fowl-yard and out-houses, even in our hair. Vile stuff.

I have many other reports that I do not propose at this stage to read, because I feel it is unnecessary. They would all confirm that the people in this area are, and have been, living in unattractive and unhealthy conditions.

I believe the Bill seeks to remedy this situation. It is desirable because the law it will produce will afford reasonable opportunities for offenders to take remedial action. While I am sure that a solution to the problem can be found, I acknowledge that some old and well-established industries will have difficulty in supplying satisfactory arresters or equipment. Nevertheless, I believe these will be greatly increased if action is taken now. I am confident that the Bill is framed in such a way that the special committee and Parliament will be co-operative, and that all will be prepared to make an honest endeavour to overcome the air pollution problem. I thank the House for its tolerance during my lengthy remarks on a matter that I consider to be most important, and trust that the second reading will be wholeheartedly supported.

Mr. CUMBE (Torrens): In supporting the second reading, I commend the member for Hindmarsh for the thoughtful and erudite way he presented his case. He has done much work on it, intending to introduce a private member's Bill. Perhaps the only fault I can find is that his speech could have been shorter, but the House is indebted to him for his contribution to this debate. This Bill is not a cure-all of this problem, but it appears to be a genuine effort to overcome these nuisances. It is not the alpha and omega, but it is a step in the right direction.

My district is badly affected by this smog nuisance and deposits of ash and foreign matter. One would imagine that parts of North Adelaide (which has been mentioned by the member for Hindmarsh and by the experts he quoted) particularly in the choicer residential areas facing the park lands in Hill Street, would be a clean area. However, most of the smog and smut of Brompton, Hindmarsh and Mile End are blown by westerly winds and fall on the rising ground near the golf course. I have had many examples of what happens from constituents in the area. Recently I received, from a lady living in Hill Street—a pleasant street with large houses—a sample that was only part of the ash she swept from her front verandah every day. I sent that sample to be analysed. I have not received yet the result, but I am hoping to be able to pinpoint its source. Most of this

comes from the western suburbs and is aggravated in North Adelaide by several large hospitals in the area—the Children's Hospital, Calvary and the Memorial, to mention only a few—which have large stacks and furnaces for the generation of steam and hot water, and these emit smoke and dust. Trouble has occurred near the Adelaide Children's Hospital. However, as honourable members know, a new building with a large chimney stack is being built, and a change of fuel may be made and this may overcome these troubles.

On Mondays, when housewives are hanging out their washing, the whole of it is covered with smut, especially while it is still damp. This is a nuisance. Some trouble has been overcome by the use of alternative fuels. Several sections of my district in Ovingham, Prospect and Islington are on rising ground, and are east of the main north railway line and of the areas I mentioned earlier. The wind seems to blow from the west and it carries the stuff into my district. In the past it was worse because of the many steam locomotives and the smoke and dust coming from the Islington railway workshops. Since the diesel locomotives have operated, we do not get the smoke or ash, but we get fumes. In the past the member for Semaphore has drawn attention to the smoke or emission from the cement works and powerhouses in his district. The absent member for Stuart has mentioned several times the nuisance caused by the Port Augusta power station. Some problems will arise from time to time and they cannot be foreseen, no matter how careful we are in drafting legislation. This is an instance, however, where Cabinet or the appropriate Minister, aided by the committee that will be set up to advise him, can use the regulation-making power to good purpose. Clean air is essential to good health and conditions. Now is the time to act before any further dangers arise. We are fortunate in Adelaide in having the sea on one side and the hills on the other. Some town planning experts may not agree, but we are fortunately placed. Strip development is taking place, but these factors assist in overcoming the problem of concentrated smog, especially as we have westerly prevailing winds.

Mr. Millhouse: You are in favour of town planning?

Mr. CUMBE: I did not say I was not. When we compare our conditions with some of the older cities of the world or of this nation, we generally have the advantage. Some of the

highly industrialized cities had many chimney stacks reaching to the sky, belching out smoke and soot. Perhaps people were able to exist under those conditions, but now we have the opportunity to ensure that those conditions are not perpetuated. One advantage of modern living and technological advances has been the way electric motors have superseded steam and gas-engine power generation. About 40 years ago most factories relied on a gas or steam engine for generating power, and coal-burning was the order of the day—with half the coal going up the chimneys—but nowadays electric motors generate power within factories. I have carefully studied this Bill and have compared it with the legislation in other States. I pay a tribute to the person responsible for drafting this Bill, particularly the definitions and the regulation-making powers. The Bill is not designed to prohibit people from doing specified things: it sets up an advisory committee to advise the Minister so that he can draft regulations which will come before this House. The Subordinate Legislation Committee will examine the regulations, as can any member. Any member will be able to move for the disallowance of the regulations, particularly if he believes they do not cover a specific nuisance in his district. This provision is a safeguard, and I prefer this type of legislation. If this provision were not included I believe that members would refer to specific nuisances in their districts and the legislation would become cluttered up.

The proposed Clean Air Committee is extremely representative—more so than committees provided for in Acts of other States. The committee will have four *ex officio* members, all senior public servants. They will be the Director-General of Public Health, Principal Medical Officer (Public Health), Chief Inspector of Steam Boilers and Factories (who has much to do with supervising generating plants), and the Consulting Engineer, Department of Labour and Industry (who has much to do with the designing and redesigning of many South Australian factories). Through the Principal Medical Officer (Public Health) local boards of health will be represented, and councils are the local boards of health.

Mr. Hall: Will he represent all ratepayers?

Mr. CUMBE: Ratepayers are represented by local councils, which are local boards of health that will be represented by the Principal Medical Officer. The six other members of the committee—the nominated members—provide extremely wide representation. They comprise

representatives of the Trades and Labour Council (which is an employee organization), the South Australian Railways Commissioner (who, before the advent of diesel power was one of the worst offenders with smog, soot and dust), the —

Mr. Bywaters: Diesel fumes are not too good!

Mr. CUMBE: I agree, but they do not leave as lasting an impression as soot deposits. I am sure that people living at Islington, Mile End and in the honourable member's district will agree. Other nominated members comprise representatives of the Electricity Trust (big users of coal), the University of Adelaide (who will advise from the technical viewpoint), the Gas Company (another user of coal), and the Chamber of Manufactures (which, I presume, represents all other manufacturers).

Mr. Bywaters: Employers are well represented on the committee.

Mr. CUMBE: Only two private employers are represented. The Victorian Act mentions the ceramics industry. This is one of the worst offenders in the district represented by the member for Hindmarsh. Every day one can see dozens of chimneys belching smoke there, and one company that I know of has at least 10 chimney stacks in its yard, half of them working simultaneously.

The Hon. P. H. Quirke: That industry manufactures some important articles.

Mr. CUMBE: I agree.

Mr. Loveday: Is the appointment of offenders to the committee related to the principle of having a thief to catch a thief?

Mr. CUMBE: I maintain that the representation is wide and good. The ceramics industry is not specifically mentioned, but it could be that the Chamber of Manufactures' nominee will come from that industry. The committee has two private employer representatives. I believe that this committee, representative as it is, will be able to consider the matters before it because of the combined knowledge of these representatives of various classes of industry and academic and professional life. It should be able to produce a sound set of regulations because it represents a fairly broad class of industry that offends in some way or other or emits smoke to create some sort of nuisance to the public.

I do not think we can cavil at the composition of the committee. Its functions are extremely interesting; it is to investigate the problem of pollution and to report and make recommendations to the Minister on regulations. This widely representative committee should

overcome the hardship imposed on certain types of industry whose employers (and consequently employees) have to shut down a certain phase of their operation. If some regulations are introduced which mean curtailment I am sure that a certain time will be provided in which the necessary alterations may be made.

I was interested in the definitions in the Victorian Statutes. I found that "dark smoke" means:

smoke which, if compared in the appropriate manner with a chart of the type known as the Ringelmann Chart—

which is a technical device that ascertains the density of smoke—

would appear to be as dark as or darker than shade two on the chart.

"Dense smoke" means:

smoke which by a method prescribed by the regulations is ascertained to be smoke which is dense smoke within a meaning prescribed by the regulations.

Another definition of "dark smoke" is:

smoke which by a method prescribed by the regulations is ascertained to be smoke which is dark smoke within a meaning prescribed by the regulations.

I am the first to admit that I am no wiser after reading that, except that I believe that dark smoke can be differentiated from dense smoke by the use of a Ringelmann Chart. However, the committee can define dark smoke.

If we look carefully at the regulation-making powers we find that nearly all the matters affecting these impurities in some way will be covered by the lists set out before us. If we did not have this system the alternative would be a definite prohibition within this Act and we would find that members speaking on this Bill would require every individual nuisance in their districts included in it or placed on an exemption list that would be as long as the memory of any member in this House.

An interesting feature in this list of regulation-making powers is that the committee shall have power to bind the Crown. The Crown is not bound by the provisions of some legislation but this Bill binds the Crown, its instrumentalities or specified persons or bodies representing or acting on behalf of the Crown, to observe this Act. That is extremely important.

The Hon. P. H. Quirke: Does it include the Electricity Trust?

Mr. COUMBE: That is what it says and the trust is represented on the committee.

The Hon. P. H. Quirke: It would not apply to the South Australian Gas Company

Mr. COUMBE: No. The committee can control incinerators in a backyard, public incinerators and municipal incinerators. I do not know whether it can control the burning of rubbish in the pughole in the Hindmarsh district which created so much nuisance last year. On one occasion, after a fire broke out, the odour was noticeable for months after, not only in Hindmarsh but in adjoining areas, and it combined with odours in my district which we sometimes get near the sewage farm.

Summing up, I welcome this Bill as I am sure all members do because it is a big step forward. We cannot expect to benefit from it overnight; I think it will take some time for these regulations to come before this House. Certainly we shall not have them this session, but at least we are starting now rather than leaving the matter go from year to year. I am attracted to this type of legislation because it does not strictly prohibit certain things; it does not necessarily interfere with the freedom of individuals and industries but, rather, it provides for a board or committee of advice or reference to advise the Minister who will draft regulations to be considered by the Subordinate Legislation Committee before submission to this House. Having run the gamut of this House, they are there for any member to move to disallow if he so desires, before they become law. I have much pleasure in supporting the second reading.

Mr. BYWATERS (Murray): I, too, support the Bill and compliment the honourable member for Hindmarsh on his fine contribution to this debate. I appreciated the remarks of the honourable member for Torrens who also praised the effort of Mr. Hutchens, whom I commend for previously saying that he intended to move to introduce a Clean Air Bill if nothing were done by the Government. However, the Government has introduced this Bill and it is one that we can support with confidence. The honourable member for Hindmarsh quoted the following press report:

"I do not 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."

I think that is the most important thing that has been said in this debate. Now is the time

to nip this nuisance in the bud because it is evident that as time passes the problem will become more acute.

Mr. Loveday: The bud is swelling.

Mr. BYWATERS: Yes. A few years ago I was a constituent of the honourable member for Semaphore. The problem was associated with the living conditions. Cement dust came from works nearby and was a continual nuisance to the local residents. I understand that the nuisance has not been altogether overcome, and that there is still a problem. Smoke from the Wallaroo-Mount Lyell works also created a nuisance for housewives. The member for Semaphore (Mr. Tapping) knows of trouble at Taperoo and Draper and realizes the need to have clean air. I am conscious of the problems associated with industrial development in the metropolitan area. I live in beautiful air at Murray Bridge and am pleased that we do not have the same problems as city people.

I was interested to hear the remarks by the member for Torrens (Mr. Coumbe) about the composition of the suggested committee, but I do not agree with it as much as he does. By way of interjection the member for Whyalla (Mr. Loveday) said it would be a loaded committee, and I think that could be so. On the suggested committee are representatives of the people who cause the problem. For instance, the Railways Commissioner, or his nominee, will be one member of the committee, yet the Railways Department is one of the greatest contributing factors to the smog that we have. The Gas Company, Electricity Trust and Chamber of Manufactures are to be represented on the committee and they are all contributors to the problem. The member for Hindmarsh (Mr. Hutchens) said that he would move in Committee that the person nominated by the Trades and Labour Council need not have a knowledge of the problem. I think that will be a wise move because otherwise the council's nomination could be restricted. I agree with Mr. Hutchens that Dr. Dwyer should be a member, because he has had a wide experience of matters associated with the Adelaide City Council and the Hindmarsh Corporation. Because of the increase in industry in the metropolitan area the smog nuisance has grown, and it will become greater as more industries are established. If some of the industries causing the trouble were to go to country areas and be situated on the leeward side of the towns, instead of on the windward side, as is the case at Port Augusta, it would be an advantage.

The Hon. P. H. Quirke: We could not have put the Port Augusta industry elsewhere.

Mr. BYWATERS: I agree that it would have been difficult to put it elsewhere, because it had to be near water. That would not apply, however, to some of the country towns I have in mind. There the prevailing winds from the south-west could blow the smog away. It is a matter that could be reviewed by the committee. If its members considered my remarks, I believe they would be well received. Much has been said on this Bill by the members for Hindmarsh and Torrens. They have a greater knowledge of the position, and the complaints that arise, than I have. It is a problem that must concern them a great deal. It may not be a bad idea to have a housewife on the committee. If there were one, perhaps something would be done more quickly. I support the Bill.

Mr. HALL (Gouger): I am sure that all members welcome the introduction of this Bill and applaud its objects. Clean air is necessary for the existence of all animal and plant life. We try to have legislation covering the making of regulations so that industry will abide by the rules and keep clean the air near the works. As yet, this Bill is only theoretical. It hands to a committee the power to make regulations. Of course, Parliament will have the opportunity to consider their effects, but we should not forget that it is not so easy to have regulations disallowed as to have matters included in a Bill. It is much easier to pass legislation to cure a problem in an area than to disallow a regulation that may be unjust to perhaps only one part of the State. It is said that any member can move for the disallowance of a regulation, but that is a false assumption. If a regulation entails a hardship for only a few people it should not be adopted, but if any member moves for its disallowance he knows how difficult it is to get it done. So, Mr. Speaker, I do not think we should lightly delegate everything to regulation-making committees. The ease of nullifying these regulations is not what many members think it is. We must realize that most of the members of this committee will represent very big undertakings. Indeed, I cannot see anyone on the committee, really, who will be representing, shall I say, the man in the street or the householder who, of course, is most concerned with this legislation.

I consider that the legislation has cast too wide a net merely to enmesh the offenders who

are causing impurities in the air, and in Committee I intend to move several amendments designed to ensure that we make the legislation no wider than is necessary to regulate those industries that are responsible for the problem. I think nearly all members received in their boxes this morning a pamphlet from the Municipal Association indicating that association's views on the aspect that it has not gained representation on the committee. Although this pamphlet gets a bit hysterical at its conclusion, I consider that its contents are valid. I would imagine that the contents are facts, because I do not think anyone would go so far as to make such a statement if it were not true. It seems rather strange to me that sources which a few years ago advocated legislation such as this and were refused at that time are now completely ignored, and I cannot understand why these people have not been included as representatives of the small man in this matter. We must not forget that the small man represents by far the majority of the people, and that he is most interested in this matter because the proposed legislation touches every backyard. We should think very hard about this matter. It may be that this committee could easily regulate for a certain design and type of backyard incinerator, and it may be that this will be a very expensive fixture. I know that some of the incinerators available in the hardware stores are very expensive. I reiterate that such a regulation as this could be difficult to get disallowed.

We should consider this matter right now. I cannot agree that we do not have the time: I know I have, and I think most members have the time to consider this matter right now. I maintain that we should not legislate to control backyard incinerators, the use of which in any event is controlled during the summer time. No one will deny that these incinerators cause a local nuisance at times, but by and large they contribute very little to the general smog problem of a city. I contest the assertion of the member for Torrens (Mr. Coumbe) that this is not a restrictive Bill.

Mr. Lawn: Aren't all Bills restrictive?

Mr. HALL: Of course they are: most of our Statutes are restrictive. Certain restrictions are put on the community for the good of the majority. However, we should see that these restrictions are no more severe than they need be. I emphasize that we should not be misled about the ease with which a regulation can be disallowed, for the sake of, at times, one section of the community or one particular area

in the community. I support the Bill, with the reservation that in Committee I will endeavour to amend several clauses.

Mr. TAPPING (Semaphore): I support the Bill and congratulate sincerely the member for Hindmarsh (Mr. Hutchens) upon the excellent research he obviously undertook to provide the House with suitable information. Undoubtedly, he spent much time on this research, and as a result his contribution has been most outstanding and valuable to those who have followed this debate. I wish to comment on the committee that will be appointed under the legislation if it is adopted. I consider that most of the suggested appointees will be the right type to administer the work of the committee. However, I am impressed with an argument adduced by the Municipal Association in a circular received by members today. I know from first-hand experience in Semaphore that the local government body there has played an excellent part in endeavouring to eradicate smells and smog in the LeFevre Peninsula area. That has been done through the local board of health, which has made inspections and examinations and conducted tests. The board believes that a health hazard exists in the area, but because of lack of power in the Local Government Act it is powerless to do anything. I therefore welcome this Bill, which will give those people a chance to put matters in order where the health of citizens and ratepayers is being vitally affected.

I agree with nine of the 10 suggested appointees to the committee; the one I disagree with is the South Australian Railways Commissioner or his appointee. I believe that the councils of South Australia, through the Municipal Association, are more deserving of representation. I know that the association would appreciate such an appointment, and that it would use every endeavour to eradicate some of the menace that exists. The member for Murray (Mr. Bywaters) said that while he was a resident of Birkenhead he experienced much discomfort from the smoke and ash from the cement works at Birkenhead. When I entered this House in 1946 I realized how difficult the problem was. Day and night every week I received telephone calls to come over and witness an avalanche of smoke from the chimney stack at the cement company's works at Birkenhead. I took protesting women over to see the manager of the company (Mr. Schroder)—a very fine gentleman—and eventually it agreed to install a precipitator



at the works to endeavour to eliminate this nuisance. There were two angles to the company's attitude: the first was the health angle, and the second was the question of economics. The manager told me that the company was losing thousands of pounds a year through the loss of the ash and cement dust from the furnace and the inefficiency thus brought about. Eventually the manager was sent to Germany to make inquiries and to endeavour to buy a precipitator to overcome the trouble. Eighteen months later, after his return from Germany, the company decided to spend £180,000 to install this precipitator.

Although the member for Murray (Mr. Bywaters) said that the position had eased little, I maintain that it has eased considerably. Very rarely do I receive any complaints from the people now, and when I do I find often that the complaint is not justified or that the trouble is minute. So it proves that what the cement company can do can be done by other companies similarly placed.

The difficulty at Osborne has been that for some years now the Electricity Trust has been emitting soot and smoke from the chimney, which has caused much damage not only to property but to health. Honourable members will recall that some few months ago I presented a petition from the people living near the powerhouse protesting against the smoke nuisance and praying that the Government do something to eradicate it. I intended to speak on this matter later, but I realize that this Bill is a genuine attempt to overcome our problems. The people of Osborne are concerned not only about the present circumstances of the nuisance but also about Torrens Island in the years to come with its power station which, when the winds are blowing from the north or north-east, may cause much trouble to the people on LeFevre Peninsula. I have been informed by the Premier, by letter, that the first powerhouse installed on Torrens Island will be oil-fired and, if a second one is to come later, it is planned to use a chimney stack 350ft. high. It will be more than twice the height of those at the Osborne powerhouse. So, although there will be a high chimney or high chimneys, we should also make certain that a precipitator or arrester is installed to combat any nuisance that may arise. This is serious, because on LeFevre Peninsula in the years to come the Housing Trust plans to build about 5,000 or 6,000 houses. That makes stronger the case presented by the people living there.

I am interested, too, in what we call the "interpretation clause". This seems to cover a multitude of nuisances. It states:

"Air impurity" includes smoke, dust (including fly ash), soot, ash, grit, cinders, solid particles of any kind, gases, fumes, mists, vapours and odours.

In addition to complaints about the Osborne powerhouse, I have also received complaints about the gas company at Osborne—and this could be regarded as a general complaint from people with a gasometer in their area. I have been down there personally to observe at first-hand whether the complaint is justified and am convinced that a complaint about the gas fumes is justified. The member for Murray (Mr. Bywaters) mentioned the emission from the Wallaroo-Mount Lyell works and said that it was mostly sulphur. Many years ago there lived in my area a well-known doctor who visited the Birkenhead area every morning, inhaling fumes from Wallaroo-Mount Lyell. He lived to a great age (92) and maintained that the sulphur fumes were good for health.

I realize, with other members who have spoken, that there are many aspects of this trouble. If one observes the Tramways Trust's buses travelling from Largs Bay to Adelaide, one will notice they emit diesel smoke. Whilst it is part of the set-up, I am always disturbed to notice that the exhaust pipe points towards other traffic instead of downwards towards the roadway. Things like that can be a nuisance. If the exhaust pipe pointed downwards instead of towards other traffic, the fumes would be less offensive. The trust is causing much needless trouble. This proposed committee would, in a sense, be an advisory committee that would consider every aspect and make tests in the various areas concerned; it would thus endeavour to find means of eradicating the nuisance. I claim that, if this proposal, whilst sound, is only a 30 per cent improvement on present-day conditions, it will be a vast improvement.

I agree that on LeFevre Peninsula the Electricity Trust is not wholly to blame for the trouble caused at Osborne, because in that area are Imperial Chemical Industries, the Gas Company, and other smaller industries. The trust has often said, "We do not take the blame for all the emissions of dust because it could emanate from some other works in the area." It has a point there. Whilst the trust has been condemned, and I have castigated it for the trouble it has put me to, I must concede that it has tried under the present set-up to remove this nuisance. It even has a

watchman on the roof to try to discern the emission each day and, if it is more than usually strong or vigorous, it is reported to the engineer, who tries to minimize the trouble. So I give credit to the trust for its endeavours in that direction. On the other hand, the power station at Osborne will be there for many years, and I know the complaints made to me are justified. I appeal—

The SPEAKER: Order! There is too much audible conversation.

Mr. TAPPING: I thank you, Mr. Speaker. I look to you for protection. This conversation has been going on all the time I have been talking. I listen to other members when they are speaking. I appeal to the authorities to ensure that, when this Bill becomes law, its provisions will be carried out as intended, and that bodies like the Tramways Trust that are guilty of misdemeanours will do their best to wipe out the nuisance. I feel confident that that will happen. I support the Bill wholeheartedly.

Mr. LAWN (Adelaide): I, too, support the Bill but give no guarantee that I shall not seek to amend it in Committee. This Bill sets up a new committee to do a job never before done in this State. I hope it will not take as long to do its job as that committee we appointed some years ago, called the Industries Development Special Committee, to investigate the decentralization of industry in South Australia. In the course of this debate, the member for Hindmarsh (Mr. Hutchens) has been complimented on his contribution. It is well known that he had prepared a motion on this matter and had given notice prior to the introduction of the Bill that he intended to move a motion that in the opinion of the House the Government should introduce a Bill of this description. Had the honourable member had the power, of which Standing Orders deprived him, to introduce his own Bill, I think it would have been much better than the one now before the House. The member for Gouger (Mr. Hall) made the criticism that it included even incinerators in the backyard. The Bush Fires Act empowers the Government to restrict the burning of refuse in incinerators in backyards. All the Acts are restrictive, and are introduced in the interests of the community for the greatest good for the greatest number of the people. That is the intention of all legislation in a democracy.

Mr. Bywaters: The backyard incinerators can become offensive.

Mr. LAWN: Exactly. While these Acts are restrictive, they give the greatest measure of protection and benefit to the greatest number of people in the community. My politics differ from those of the honourable member for Gouger: I do not believe in freedom of private enterprise to do what it likes; devil take the hindmost; and the weakest goes to the wall. Those theories should have gone out years ago.

The definitions in the Bill seem satisfactory. I have received complaints from people in my district regarding smog, dust, soot, ash, grit, cinders, gases and fumes, which are all defined under this heading. The honourable member for Torrens said that the fumes of diesel engines were a nuisance in his district. The Railways Commissioner was one of the greatest offenders in this regard before diesels were introduced. I was invited to inspect the warders' houses at the Adelaide Gaol, and, while there, the womenfolk told me the difficulties they had in keeping their washing clean. As soon as it was placed on the line it was covered with soot from the trains. I went inside the houses and saw the furniture and coverings covered with soot, because they could not be kept clean. The "air impurity source", under the interpretations, "includes any source of air impurity, whether originating from combustion or any other human activity or occurrence due to human activity howsoever occurring." That interpretation should be used to control our pugholes. The member for Hindmarsh and I have raised this matter, and last year I presented a petition about a pughole in my district. Restrictions should be placed upon people who put rubbish into a pughole and set it alight so that it burns day and night sending up fire, cinders, soot and dust.

I do not dispute the first four named on the special committee; the 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, but I query the remaining six. I agree that the committee should include persons nominated by the Trades and Labour Council and by the South Australian Chamber of Manufactures. I believe it was the honourable member for Torrens who pointed out that the Railways Department, the Electricity Trust and the Gas Company were—I will not say the main offenders—the three principal offenders. Private industry is represented by the South Australian Chamber of Manufactures.

Mr. Bywaters: Do you think they may be biased in any way?

Mr. LAWN: During the Second World War we had power rationing. A Coal Allocation Committee was set up by the Premier, consisting of a representative of the Trades and Labour Council, the Chamber of Manufactures, the Railways Department, the Gas Company, the Adelaide Electric Supply Company (as it was known then), and one or two private employers. The committee met in the Premier's office and I represented the Trades and Labour Council on several occasions. We discussed the quantity of coal we had in the State, and how long it would be until the next shipload arrived. The rationing was determined by the Premier and he told each firm what coal it could have. The railways received the worst end of the stick, and consequently train services were disrupted. The Adelaide Electric Supply Company, a privately owned company, defied the Government about the use of coal. Then the Municipal Tramways Trust (or the old Tramways Trust controlled by the councils) told the Premier that it had put in an oil boiler and, subsequently, informed him it had put in a second one. When the Premier asked the Adelaide Electric Supply Company why it had not co-operated in this regard, Mr. Lea, who represented the company, said it was not prepared to put in oil burners. We know what happened. The Tramways Trust was using Leigh Creek coal with its oil burners. When the Premier put the proposition to the Adelaide Electric Supply Company it refused to change over.

Mr. Bywaters: It learned!

Mr. LAWN: Yes, it did. It was taken over by the Premier, after a special sitting of Parliament. However, I do not think the Premier can do much in the present case. The Electricity Trust of South Australia is a State instrumentality although not directly under the control of a Minister. The Railways Department is in a similar position, and the only company that could be affected would be the Gas Company. I do not know whether the other members of the special committee could out-vote the three I have mentioned. I think the committee could be added to, with perhaps the trade union movement having two members on it.

*[Sitting suspended from 6 to 7.30 p.m.]*

Mr. LAWN: The Bill provides that the nominee of the Trades and Labour Council must have a practical knowledge of stoking problems. Conditions are not applied to the nominees of

the Gas Company, Electricity Trust and Chamber of Manufactures. If it is fair for a condition to be attached to the nominee of the Trades and Labour Council, then conditions should apply to other nominees or, conversely, the condition attaching to the Trades and Labour Council's nominee should be removed. Possibly the member for Gouger (Mr. Hall) would support me in this respect, because he asserted that this provision was somewhat restrictive. It is definitely too restrictive for the Trades and Labour Council's representative. I believe that local governing bodies should have a nominee on the committee. For many years some councils have been interested in this problem.

The member for Hindmarsh (Mr. Hutchens) and I have both asked questions in the House about air pollution in our districts. Our councils informed us that they did not have power, although some years ago we were told that they did. Subsequently Ministers admitted that they did not have power. A few years ago the councils approached the Premier and asked him to appoint a voluntary panel to investigate and deal with the problem of air pollution, but he refused the request on the grounds that it was not needed in Adelaide. About two years later the councils approached the Minister of Local Government and asked for additional powers to be vested in councils to deal with this problem, but he refused the request because he did not consider that additional powers were necessary. Later, as a result of additional inquiries based on legal opinion, the councils approached the Minister of Local Government and pointed out that the Local Government Act did not give councils the necessary power and requested that he take steps to have the Act amended to provide it. This request was again rejected by the Minister. I support the second reading, but indicate that during Committee amendments may be sought.

Mr. LOVEDAY (Whyalla): I, too, compliment the member for Hindmarsh on his speech. He spoke from knowledge gained in preparing some time ago for this legislation and consequently he was able to express a considered and valuable opinion. I am sure that were the member for Stuart (Mr. Riches) here he would have much to say about this Bill. He would welcome it because of the inconvenience and nuisance to which Port Augusta has been subjected by the smog that frequently envelops the town from the nearby powerhouse. On my journeys from Whyalla to Port

Augusta, I have frequently seen this cloud of smog drifting across Port Augusta, fanned by the prevalent southerly winds in that area. Port Augusta has suffered greatly from this nuisance.

This is a valuable measure because many obnoxious fumes can be described as an invisible enemy. We do not appreciate the damage they are doing to people until considerable harm has been done. The adverse action of many fumes is so gradual that it does not become apparent until it is too late to take effective remedial action. I believe that in this Bill we are taking steps in good time to deal with this danger and nuisance.

I am interested in the clause relating to the appointment of the Clean Air Committee. What is this committee for? I think it is because we need the advice of health experts and technical experts, but I believe we should also have as a representative on the committee someone who could voice the opinion of the general public. After all, this legislation is designed to benefit the public. However, I am inclined to think that the proposed committee is too heavily weighted technically. It includes seven technical persons. When technical problems arise, as they undoubtedly will, regarding the control of smog or fumes, there must be a technical approach, but surely it does not require seven experts to deal with a technical problem? If there were two or three technical experts on the committee they would still be at liberty to take evidence from other technical experts who had specialized knowledge on some matters. I believe that if the technical experts comprised the Chief Inspector of Steam Boilers and Factories, the Consulting Engineer of the Department of Labour and Industry, a nominee from the Trades and Labour Council with practical knowledge of stoking problems, and a professor of physics or mechanical engineering from the University of Adelaide, that would be sufficient. They would have no vested interests and yet would have a wide range of technical knowledge. The Director-General of Public Health and the Principal Medical Officer could supply knowledge from the health viewpoint. The six people I have mentioned would be sufficient to cope with all the questions that could arise from the health and technical engineering aspects, although possibly another person could be appointed from the health side. I think that there should be a representative of the general public in the form of a representative of local government, somebody from the Municipal Association, not only because that association has been interested in this

matter for a long time, but because the people in towns and suburbs faced with the problem of smog should have access to a local government representative who, in turn, could express his views to the representative of the Municipal Association. This would have the effect of maintaining a close contact by the committee with the wishes of the people in the affected areas.

Then again, we could have somebody to consider this problem from the woman's point of view. I think that point of view should be expressed on this committee because the woman is home all day in some of these affected areas and she should be able to express her view to one of her own sex who is on the committee. After all, the man in industry or the professions leaves home in the morning and returns only at night. There should be the opportunity to present the point of view of a certain section of the public, and this Bill should protect the public's health and convenience.

This is not just a technical question and I cannot but think that we are overloading the committee with technical experts, some of whom have special vested interests to protect. Obviously, when a person is appointed by the South Australian Railways Commissioner, the Electricity Trust or the South Australian Gas Company heed must be taken of the effects of any recommendations on the finances of those organizations. Admittedly, the committee must think of that to some extent, but the main view to be considered is that concerning the health and convenience of the public. The composition of this committee, therefore, should be approached from the angle of what the Bill seeks to achieve, bearing in mind the scientific requirements of health and technical aspects.

I have no objection to anything else in the Bill. I have heard the member for Gouger say that he considered it might be too restrictive in regard to private incinerators, but I think that the good sense of the committee is a sufficient safeguard there. I point out that there are some big private incinerators about which such a committee should be able to make regulations.

Mr. Hutchens: Some incinerators are very offensive on a Sunday.

Mr. LOVEDAY: Yes; with small incinerators in a residential area, I think the good sense of the committee will guard against the introduction of ridiculous regulations, particularly if the committee comprises people who

have the public interest uppermost in mind. Its members will see that harsh and ridiculous regulations are not brought down because they will be amongst those affected. A wide range of regulation-making powers will be necessary because the types of fumes, smog, smoke, etc., are extremely varied and every angle must be covered for this Bill to be properly effective. I do not fear the results of the Governor's having power to make regulations on the recommendation of the committee; I think that is necessary and we shall be able to obtain from the committee's investigations measures that not only will do much to alleviate existing conditions but will go a long way towards preventing many nuisances occurring. With those reservations I have pleasure in supporting the Bill.

Mr. HUGHES (Wallaroo): In supporting the Bill I join with other honourable members in congratulating the honourable member for Hindmarsh on the application of the material that he has submitted to the House on this matter. He left no doubt in our minds that he had undertaken some thorough research on this Bill, and I am confident that during his recent trip abroad he collected extensive evidence regarding this type of Bill and how it would operate in this State. Members should individually express appreciation to the honourable member in this regard.

This is entirely new legislation and serious consideration must be given to the various clauses in Committee. I have no objection to the first four committee members on the list, but I think consideration must be given to those following, particularly the representative of local government, because not only does this affect the people in the metropolitan area: it vitally affects people in various country towns as well. I say this because I represent what was once a highly industrialized area and I have vivid recollections of the smoke and fumes that annoyed the people. Turning to page 1 of the interpretation, "air impurity" includes smoke, dust (including fly ash), soot, ash, grit, cinders, solid particles of any kind, gases, fumes, mists, vapours and odours. I am familiar with those things because we have had them all in Wallaroo. I have recollections of the calcines' dump there from the operation of the sulphuric acid plant, and before it was closed down for some years the ladies in particular suffered considerably in their housework. It was a common thing for the north wind to blow on washing days across this calcines dump, affecting most of the town, when the

deposit from the dump lodged on clothes like grease and was hard to remove. The company used to do everything within its power to try to lessen this nuisance by mixing up gallons of whitewash and other mixtures in an endeavour to prevent the dust from drifting on the northerly winds; but nevertheless it was a great nuisance to many people in the township. Whilst the roaster furnace was operating on three shifts it was necessary twice a shift to put the gas, normally reclaimed in the making of the acid, into the atmosphere. I agree with the member for Semaphore (Mr. Tapping) that there is no harm with sulphuric gas, and maybe it had some relation to the length of life of his friend, but it was not so much the smell of the gas that annoyed the people as the particles that dropped from the atmosphere over the town. If it were in the atmosphere for any length of time it burned off trees and hedges in the locality, and when it lodged on roofs and gutterings of houses it caused the iron to be eaten away. I can visualize what happens in the city when industries put smog into the air. Not only was it necessary for practical reasons to put the gas over Wallaroo twice a shift but there were times when the furnace broke down, and when in the changing of the teeth there were broken arms, which caused the gas to go into the atmosphere sometimes for four to six hours. This was annoying to the people who had to suffer the discomfort, but despite it they rarely objected because they realized that the industry created employment in the town.

Also a manganese plant operated within a short distance of Wallaroo. The smoke from the stack went over the town on four of the five working days each week. It caused much inconvenience to the nearby residents when the material reached the stage when sawdust had to be put into the vessels to dry off the manganese. Sometimes it was difficult to see the nearby houses, but again the people were willing to suffer the inconvenience in order to have employment maintained. Now the plant has gone and times are changing, and as the Bill will be of much benefit to the State generally I support the second reading.

Bill read a second time.

In Committee.

Clauses 1 to 3 passed.

Clause 4—"Interpretation."

Mr. HALL: I move:

"In new section 94b (2) (b) to strike out 'six' and insert 'seven'."

The object is to permit the appointment of seven other members to the committee.

Mr. Ryan: Whom would the extra member represent?

Mr. HALL: He would represent local government interests.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): I have no objection to the amendment.

Amendment carried.

The CHAIRMAN: I propose to alter new section 94b (2) (b) (i) by inserting "United" before "Trades" and "of South Australia" after "Council"; and in new section 94b (2) (a) (iii) to strike out "Steam". These alterations rectify clerical errors.

Mr. HUTCHENS: I move:

In new section 94b (2) (b) (i) to strike out "as a person having a practical knowledge of stoking problems".

The clause permits the Trades and Labour Council to nominate a representative on the committee. I believe the Government wishes to have the widest representation on that committee, but as the provision reads there is a restriction on the nomination by the Trades and Labour Council.

The Hon. Sir THOMAS PLAYFORD: I have no objection to the amendment.

Mr. FRED WALSH: Only two unions have members who would have had the necessary qualifications, and therefore the Trades and Labour Council would have been restricted in its nomination. Many others have the practical knowledge, and now that the Premier has accepted the amendment those people can be appointed by the council.

Amendment carried.

Mr. LOVEDAY: I move:

In new section 94b (2) (b) (ii) to strike out "the South Australian Railways Commissioner" and insert "the Housewives Association of South Australia."

I spoke earlier on the need for women to be represented on this committee; they represent a large section of the public, and they are the people who have to stay home all day where these nuisances are worst felt. The suggested committee is overloaded technically. An amendment is necessary if we are to have a woman on this committee, and it seems to me that the body I have suggested is about the most representative of the women who are affected. This advisory committee does not have to be composed totally of technical experts. The Bill is designed for the protection of the public,

yet every suggested appointee is a technical expert. The Trades and Labour Council is not likely to appoint a woman. By the expression on some members' faces, anyone would think what I am suggesting is taking a terrible risk. We should leave one of the technical experts out.

I cannot see any reason why the Railways Commissioner should be specially represented. There will be technical experts such as the Chief Inspector of Steam Boilers and Factories, the Consulting Engineer, Department of Labour and Industry, and one from the Trades and Labour Council, and then there will be three more technical experts to follow on the engineering side, apart from the Chamber of Manufactures. I pointed out earlier that we shall have four engineering technical experts who can obtain evidence on anything they are not conversant with. The Railways Commissioner, the Electricity Trust and the Gas Company all have vested interests in this question. The Bill is designed for the protection of the public, so why should not the public be represented on it? Let us have the public view on a matter for once, instead of the experts talking down to the public about what the public ought to have. There is too much of this dictation from the top. I noticed, when I made this suggestion, many peculiar expressions, as though it were a ridiculous suggestion. It is not ridiculous. Many women on the Housewives Association have more common sense than some of the technical experts. Those experts may be specialists in their own fields, but when it comes down to earthy common sense they do not have as much as many of those women. I put this forward as a serious proposition that ought to receive the support of the Committee.

Mr. COUMBE: We should realize what the effect of the amendment would be. I do not wish to reflect upon any woman or upon the Housewives Association. The member for Hindmarsh (Mr. Hutchens) and subsequent speakers have pointed out the need for this Bill, and the suggestion of the member for Whyalla that a representative of the Housewives Association be appointed would only stress that need. What we want on the committee is somebody who can advise on how to overcome the problem, and the so-called technical experts referred to by the honourable member are the very ones to advise on this matter. Some of these bodies who will be represented are the ones who cause the nuisance, and I therefore suggest that they are the very people to get together and advise on how to overcome the problem.

How would a representative of the Housewives Association be able to assist the committee? What such a representative could tell the committee is merely what is happening, and we all know what is happening. We want to know how to get over the problem. The organizations referred to in the Bill, such as the Railways Commissioner, the Electricity Trust, the Gas Company and the Chamber of Manufactures represent the utilities that are emitting smoke, and it is their representatives on the committee who will advise how to get over the problems not only in their own particular establishments but right throughout industry.

Mr. Curren: Why haven't they done it already?

Mr. CUMBE: We want to know how to solve the problem. I therefore oppose the amendment.

Mr. HUTCHENS: I oppose the amendment moved by the member for Whyalla. I have had a good look at this problem in other parts of the world, and it is a highly technical problem. To say that the people will not have the final say in the recommendations of those with the technical knowledge is quite missing the point, because the committee will have power only to make recommendations to a Minister for the making of regulations that will come back to this Parliament for ratification. It is there that the housewife has a call on her member of Parliament. The member must listen, as every member does. Let us not confuse the issue with a sentimental outlook. This is a highly technical problem and the more technical people we can get on the committee, the better. Look at what various parts of England have done. They have appointed to their committees people who could be classed as the greatest offenders. They, the masters of industry, have got together with a design to accomplish something desirable: they have made their recommendations to the authorities, who have made regulations, and in this way much has been achieved. They have cut out sentiment and got down to business. I ask the Committee to reject the amendment and get on with the business, and then listen to people who have any complaints when the recommendations are made by those with the knowledge, ability and authority to recommend wisely.

The Hon. Sir THOMAS PLAYFORD: The Government has had before it for some considerable time a request for the establishment of this committee, and much information has

been obtained from other places about its constitution. As the member for Whyalla (Mr. Loveday) has said, the committee was to be largely a technical committee. It did not, for instance, contain even a representative of local government. Probably that was a mistake, because we wanted local government help. The fact that we did not authorize the Parliamentary Draftsman to include such a member originally in the committee was probably a mistake, because local government would be able to assist considerably.

I rise mainly to answer the criticism of the member for Whyalla of the fact that this is a technical committee. The clean air committee, so far as we can ascertain, that has operated most successfully so far in Australia and has done the best work is in New South Wales. We made some inquiries there, as a result of which we obtained much information. Let me quote from an Order-in-Council from New South Wales that deals specifically with this matter. It reads:

His Excellency the Governor, on the advice of the Executive Council, has approved the following gentlemen to be appointed as a committee.

I do not think it necessary for me to read the names, as it would convey nothing, but I will read the qualifications of the members of the committee, as stated in the order. The first man named is stated to be First Clerk, Department of Local Government—Chairman. The second man is Principal Gas Engineer, Department of Local Government. Then follow the Professor of Chemical Engineering, University of Sydney; the Vice-Chancellor of the New South Wales University of Technology; a representative of the Division of Industrial Hygiene, Department of Public Health; the Chief Analyst, Department of Mines; the Superintendent of Laboratories, Mechanical Branch, Department of Railways; the Principal, Sydney Technical College, Department of Technical Education; the Deputy Chief Engineer, Generation, Electricity Commission of New South Wales; the Engineer-in-Chief, Maritime Services Board; the Fuel Technologist, Joint Coal Board; a representative of the Sydney City Council; the Chief Health Inspector, Newcastle City Council; a representative of Australian Gas and Light Company; one from the Chamber of Manufactures; one from the Metal Trades Employees' Association; and one is the Manager and Research Engineer, Coal Research Pty. Ltd. That is over the signature of Mr. Renshaw, Minister of Local Government in New South Wales. Looking at the composition

of that committee, which has been functioning satisfactorily over a number of years, we see that it is overwhelmingly technical. Whilst I appreciate the sincerity of the member for Whyalla in moving his amendment, I stress that this is fundamentally a job needing a technical committee if we are to secure the proper remedies. There is no problem about getting a complaint: what we want is a technical committee that can formulate a regulation for a remedy. The whole purpose of this legislation is to have a committee so strong technically that it can make a recommendation that will be accepted by the community. Some of these recommendations will involve fairly heavy expenditure by certain industries or enterprises but, if we have a committee technically strong, then its recommendations will command the respect of Parliament and the confidence of the community.

In those circumstances, I suggest to the member for Whyalla that he does not persist in his amendment, although I have no complaint about its purpose. The university or some other body may have a technical person who is a woman. For instance, we have some highly qualified technical women in our institutes. The New South Wales Government's approach to this problem has proved successful. The type of committee appointed there has stood the test of time and been functioning now for some eight years, giving New South Wales good service. In those circumstances, I ask the Committee to keep to the fundamental principle that the committee should be technical. I will accept later on—for there is an advantage in having a local government representative—an amendment dealing with the appointment of an additional member, but it is not a good thing to take people off the committee who can serve the community, in the hope of giving some expression to the sentiment that we should have more women in public life.

Mr. BYWATERS: I support the member for Whyalla in his amendment. My complaint is not so much that we have technicians on this committee, for that is a good thing; it seems to me, however, as I said in my second reading speech, that the membership of the committee is weighted heavily in favour of those who are really the offenders in this matter. My fear is that insufficient action will be taken to overcome the cause of the complaint. I do not say that the proposed members are not genuine in their approach: they are, and are no doubt just as anxious as we are for an efficient remedy. But, in the event of this amendment being carried, someone of the

injured party would be a representative to keep an eye on what was taking place, and to ensure some action being taken to fulfil the wishes, not only of members of this House but of people in the metropolitan area affected by the smog and dust nuisance. That is why I support this amendment. A housewives' representative would be an interested party and would see, to the best of her ability, that the technical representatives did a satisfactory job.

Mr. LAWN: I support the member for Whyalla, and do not agree that it should be left entirely to technicians. This matter has been left to them for 1,963 years, and now this type of legislation has to be introduced. If they had done their job it would not be needed. We want the people who are suffering from the nuisances to be represented. I have had many complaints about dust and soot, and the Railways Commissioner's technical staff could not do anything to stop train soot and cinders from soiling the washing of the warders' wives at the Adelaide Gaol. I had complaints from people living in the Edwardstown district, who sold their property and moved from the district when the Marion Council used its bitumen plant in that locality. Not only clothing but houses, including my own, were covered with bitumen. Thebarton residents have complained about burning in pugholes, which covered their washing and houses with cinders and soot. The member for Semaphore has asked many times that the Electricity Trust do something about the smoke at Osborne, but the Premier said that nothing could be done.

Mr. Loveday: Have they any experts there?

Mr. LAWN: We have been told to leave it to the experts, but the Premier said that the trust could not do anything at Osborne, as the experts had investigated and reported that nothing could be done. There is no reason why the committee will be ruined if a representative of the Housewives' Association is a member. I do not necessarily agree that the Railways Commissioner should not have a representative on the committee, but I want a representative of the public on it. A representative of the trade union movement and one from the Housewives' Association on the committee would, at least, represent the public. The Chamber of Manufactures represents industry—that is, experts. The local government representative could be an expert or a representative of the people depending on the nominee, but the first four nominees would be sufficient experts for such a committee. The nominees will be representative of the group that nominates them, except for the first four. The nominee of the



Trades and Labour Council would represent the trade unions; the nominee of the Railways Commissioner would represent the Railways Commissioner; the nominee of the Chamber of Manufactures would represent the chamber, and the same would apply to the Gas Company and the Electricity Trust. The representative of the university would be impartial, but he would be another technical expert. The only representatives of the ordinary people would be the nominee of the Trades and Labour Council and maybe the local government representative, depending on the choice. I suggest that the House support the amendment moved by the member for Whyalla.

The Hon. Sir THOMAS PLAYFORD: I hope that the advisory committee does not function in the way the member for Adelaide has just mentioned, because if it does it will be completely abortive in solving any problems. If the committee members have the preconceived idea that they represent a particular person or firm, and represent that person or firm contrary to the public interests, then the committee will not function successfully and will not achieve anything. I am confident that the people nominated by the Trades and Labour Council, by the respective branches of industry, and by the medical and university authorities will try to ensure that the citizens of this State have the purest possible air. I have every confidence in this committee, as in other committees that have a particular purpose. Each one tries to provide, for the benefit of the community, the services for which they are appointed. I have no doubt that this committee will do exactly the same when it comes to solving this problem. That is why it is necessary that we have people with the required scientific knowledge. Many people complain of too much dust or smog, but when it is necessary to use scientific methods to overcome it, obviously it is advantageous to have a committee of the highest possible technical quality. That is the experience of every other country that has successfully coped with this problem. This is not original legislation: we have actually conferred with other State Governments that have introduced legislation. Mr. Renshaw did not assume that because people representative of various industries were being appointed to his committee they would push their own barrows at the expense of public interest; he assumed that they would try to resolve a public nuisance. The committee we appoint should be technically competent to give the best possible advice to the Government.

Mrs. STEELE: I would support the suggestion that a woman be appointed to this committee if she had a contribution to make on a specific matter, not because she was a woman. This is a technical problem and I do not think we have a woman in South Australia who could make the contribution that is required. If the amendment suggested by the member for Gouger is carried, there is no reason why the Local Government Association cannot appoint a woman as its representative, because many women serve on councils at present. By the same token, the Trades and Labour Council could appoint a woman. However, to appoint a woman to the committee simply because she is a woman is not of great value. As I am the only woman in this House I believe I should put the woman's viewpoint, and I think that most women would agree that a woman should be appointed to this committee only if she has a contribution to make; not because she is a woman and representing women.

Mr. FRED WALSH: I oppose the amendment. If we regard this from the aspect of increasing the committee's membership, we will lose sight of the original intention of the committee. We want a committee to safeguard public health, and not to represent any particular interest. If representatives are going to look after their own interests, it would be better not to appoint a committee. If personal interests are to be served, it would be futile to appoint a representative from the Trades and Labour Council, because he would be outvoted. The committee will seriously consider problems and will express views in the public interest. The suggestion to remove the Railways Commissioner's representative is entirely wrong: it would be just as logical to reject the nominees of the Electricity Trust and the Gas Company. These three organizations are the greatest offenders in polluting our air. I probably live closer to the worst features of the South Australian Railways Department than any other member. During the period I represented Thebarton, which is now part of the member for Adelaide's district, I had several complaints from residents living adjacent to the Mile End locomotive yards. I am fully aware of the offensive air near my residence when an east wind is blowing. If the Railways Commissioner has a representative on the committee, the problem will be brought more forcibly home to the Commissioner. It is essential that the Railways Department should be represented on the committee. I believe

that the committee could be extended to include a representative of the Municipal Tramways Trust, because with the greater use of diesel buses there will be greater problems from the diesel fumes. This suggestion could well be considered at another time.

I am not opposed to women being represented on this committee because I appreciate the opinions of women generally, but I do not know who should be the representative, or who should appoint her. I would not accept the Housewives' Association nomination because I do not know who the association represents. I know it has members, but I do not know when it holds its meetings or whether it is truly representative. I should have to be convinced of that before I would agree to its being represented on this committee.

Mr. LOVEDAY: The main tenor of the opposition to this amendment is that it would be all right for a woman to be on the committee provided she had a contribution to make. It seems to me that insufficient thought has been given to analysing this question. This committee will make recommendations. If it is composed almost entirely of technical people its recommendations will be essentially technical, whereas the purpose of a woman being on the committee is so that she can assist in making a recommendation from her viewpoint as one of the general public. I am a member of a local governing body which comprises a planning engineer, an accountant, a civil engineer, a carpenter, a doctor and a member of Parliament, with a trained local government expert as chairman. All of those people have certain expert knowledge that is availed of by the local council but what one expert says on a subject is always tempered by the opinion of others as members of the public. Therefore, the opinions of technicians would be tempered by the views of the woman speaking as a woman representing the people suffering from the nuisances. That is why she would be there. She does not have to be a technician to be on the committee; that is not her purpose. All this argument centres on the view that everybody has to be a technician because this is a technical problem, but it is nothing of the sort. The recommendations must be sound technically but also sound for acceptance by the public and that is the basis of a woman's presence on the committee. A committee of this sort does not make purely scientific recommendations: it makes them because they are not only correct but also acceptable to the public and desired by them.

Amendment negatived.

Mr. HALL: I move:

After subparagraph (vi) in new section 94b(2)(b) to add:

(vii) One shall be appointed as a person representative of local government interests.

We are all aware of the very real interest shown by local government representatives in their responsibilities within local government. They are closest to the people of all forms of government and I know that most members would agree that they should be represented on a committee with an influence over such a wide area of the State and people's lives. Yesterday I attended the annual meeting of the Mid-North Local Government Association at Gawler, a well-attended meeting of representatives of local government and some members of Parliament. These people give much of their time for the wellbeing of their fellow citizens and we are doing the right thing if we give them a representative on this committee. We shall gain from having an experienced person on this committee.

I heard the member for Whyalla say he would like this Bill to be more specific and to refer to a member of a municipal association or a representative of such an association. I prefer the wording to be left as it is for several reasons, one being that there is a precedent in another Act—I believe the Road Traffic Act—in one of its references to local government and it uses this very description: "to allow for an appointment of a local government representative". Secondly, there are municipal associations and local government associations; the meeting I attended yesterday had the Salisbury council as a member and although that council could also be a member of the Municipal Association there is nothing on which one could take sides in this matter regarding the origin of the representative. Once it is on the Statute Book it remains there for a long time and we do not know what future associations will introduce to cater for local government. I urge the Committee to leave the reference to local government as it is in my amendment, and I ask that this be included by the Committee.

Mr. LAWN: Is it the honourable member for Gouger's intention that local government bodies should nominate a person or that the Government should select a person to represent local government interests?

Mr. HALL: I think if the honourable member reads paragraph (b) he will

find "six other members (in this section referred to as 'nominated members') appointed by the Governor". These will be nominees approved by the Minister and appointed by the Governor. The Minister will be capable of making a selection because he will be aware of the prominent people serving in local government. The relevant associations will be consulted on the matter.

Mr. RYAN: I consider that the amendment as submitted by the member for Gouger undoes the good contained in the recommendations concerning an increase in the number of members of this committee. Although every other organization has nominated a person to represent it, that nomination will then go to the Minister to be approved or otherwise by him. In the metropolitan area the districts vitally concerned in this matter are Semaphore, Port Adelaide, Hindmarsh, Adelaide, West Torrens and Marion. If the amendment were left in its present form each one of those councils could submit to the Minister the name of a person to represent local government on this committee. That could cause dissension inside the local government authorities themselves. If it were left to an appointment of the Municipal Association the association would meet and decide the person to represent that body.

If it were left to the individual unions to decide who should represent the Trades and Labour Council, we could have the ridiculous position of 12 or 14 nominations being submitted by various trade union organizations and it would be left to the Minister himself to decide whether a ballot should be held to see whom he should accept and this could create dissension amongst the very section that we want to be represented. Today I (with other members) was approached by local government authorities to move for a representative of their organization to be on the committee, but I do not think we should have each local government authority nominating a representative. It would be better if the nomination came from the Municipal Association. In principle we support the proposal by the member for Gouger (Mr. Hall), but we think that the one organization should make the nomination.

Mr. LOVEDAY: The member for Port Adelaide (Mr. Ryan) has put the point adequately. If the Municipal Association made the nomination there would be no argument among the councils. In the country areas

where there is smog nuisance the councils are members of the Municipal Association. The people affected most would have the one representative to express their views, and he would be nominated by the one organization. It would be simple to alter the amendment. All that would be necessary would be to delete "as a person representative of local government interests" and insert "on the nomination of the Municipal Association".

Mr. SHANNON: I agree with the member for Gouger. The Municipal Association does not represent all the councils. We are trying to avoid difficulties but the proposal by the member for Port Adelaide would create them. I envisage that it would be possible for a local government officer to be the best man for the job, but there would be difficulty in getting him nominated. If a councillor nominated by the councils agrees with certain regulations he may find that they were most unpopular in his own area, and in consequence may lose his seat on the council.

Mr. Loveday: The local government officer could be appointed under my proposal.

Mr. SHANNON: And under the proposal by the member for Gouger. If the present Opposition members occupied the Treasury benches I am sure they would appoint a suitable man. The Government has to accept the responsibility in this matter and can accept or reject a nomination. There is nothing mandatory. If an unsuitable nomination were made the Government would seriously consider the position. The more we circumscribe the matter the more difficult it will be to get the most suitable man for the job. The member for Gouger has adopted a well-known principle in the appointment of members of committees. I think it is best to leave the matter in the hands of the Minister.

Mr. HUTCHENS: This is one of the rare occasions when I support the member for Gouger. Those of us who have had experience in local government affairs know what could happen in a matter like this. There would be ganging up to get one person appointed, and it would result in dog fights. If the council nominee were to report back to the people concerned, without their knowing what had happened in the committee discussions, there could easily be a vote of no confidence in him. We are not looking for representatives on the committee, but a solution of the clean air problem. During the second reading debate I suggested the appointment of Dr. Dwyer to represent local government; for he is

well fitted for such a job and could do it in an indirect way. He is the medical officer for the Adelaide City Council as well as the Hindmarsh Corporation, and has had wide experience in local government and he could well represent it. Many town clerks or district clerks could do the same, but what chance would they have of being appointed by the Municipal Association? The choice would come from amongst the councillors; the selected one could be defeated at the next election, and then somebody else would have to be appointed because that person would no longer be a direct representative of local government. We would be changing the horses, not in midstream but just as they were entering the water, and when they got in deep the horses would have to be changed again. I suggest that this is most unwise. We should select a man who has a knowledge of and sympathy with local government, and who can remain on the committee as long as the committee wishes him to remain. It is not representation we want, but remedy.

Mr. LAWN: The Government has tried previously to pick the representatives of the Trades and Labour Council, and the council has said, "You won't select our representative; we will nominate him." A few years ago the Government asked the Parliamentary Labor Party to submit a panel of names concerning an appointment to the Public Works Committee, but we refused and said, "There is our nominee, accept or reject him". That is a matter of principle with me, and I am sticking to it here. If the Government had asked the Trades and Labour Council to suggest certain people as a panel, every member of this Party would have opposed it. I oppose the suggestion of the member for Gouger and support the submission put forward by the member for Whyalla. The member for Onkaparinga said that if the representative was nominated by the council we may not get the best nominee, but is that not possible in the case of the South Australian Railways and the South Australian Gas Company? The Gas Company may have a qualified daily-paid employee who may be the best possible appointee, but do members think he would be nominated? Of course he would not. The argument being put forward that we may not get the best man can apply equally to all the other nominations. One reason why I would support the nomination of the Municipal Association is that I believe it represents the whole State, but Mr. Shannon said it does not.

Mr. Shannon: Many councils are not members of the Municipal Association.

Mr. LAWN: Places such as Port Pirie, Port Augusta and Whyalla are concerned in this matter. I quietly asked the honourable member while he was speaking what councils were not affiliated with the Municipal Association.

Mr. Shannon: Name one district council that is.

Mr. LAWN: The honourable member is not listening, and apparently he does not wish to debate this point. I said I sincerely believed that the Municipal Association represented the State. I know the member for Stuart (Mr. Riches) and the member for Whyalla (Mr. Loveday) come down to Adelaide to attend Municipal Association meetings.

Mr. Shannon: No-one is denying that, but name one district council which is a member of the Municipal Association.

The Hon. P. H. Quirke: No district council has a representative on it.

Mr. LAWN: The member for Whyalla represents the Whyalla Town Commission.

The Hon. P. H. Quirke: That is a corporation.

Mr. LAWN: I did not refer to district councils. Places such as Port Pirie are concerned with smog. Mr. Shannon may have been talking about some district council up that way, but I am not concerned with a district council in the Northern Territory or somewhere up there. Places such as Port Pirie, Port Augusta and Whyalla are concerned with this Bill, and those councils are affiliated with the Municipal Association.

Mr. Shannon: Do you think they would get a nominee?

Mr. Ryan: They have every right to.

Mr. LAWN: I do not know whom the association would appoint, but I think it would be more democratic to let it make its nomination.

Mr. Shannon: Would the honourable member advocate a card vote?

Mr. LAWN: Will the honourable member tell me by what system he is elected director of the South Australian Farmers' Union? He is elected by the very same card vote, and he tries to use his own card vote system to get his mate, the member for Albert (Mr. Nankivell), elected now. Last week I was asked to run a book and to let members know what the betting was on the card vote being run to get the member for Albert elected, but I said, "If you are running a card vote I am

not interested in running a book." It is all very well to talk about a card vote sometimes, but the directors of all these vested interests in Adelaide that I know of are elected on the card vote. When the member for Onkaparinga raises this question of district councils he is not talking about the Bill at all. One reason why I support the suggestion of a representative from the Municipal Association is that it will go further than the metropolitan area and will give country councils a voice.

Mr. CLARK: I think practically all members support the member for Gouger's amendment. However, there is one thing I do not like about it. We have six categories under new section 94b (2) (b). The first one refers to an appointment on the nomination of the Trades and Labour Council. Then we find that the South Australian Railways Commissioner is entrusted with the job of nominating a person. Apparently, in subparagraph (iii) we can trust the Electricity Trust to nominate a person. In its wisdom it will choose a suitable candidate. In subparagraph (iv) we believe that the University of Adelaide is capable of furnishing somebody from its mechanical engineering section; in subparagraph (v) we agree that the board of directors of the South Australian Gas Company is suitable to nominate somebody; and in subparagraph (vi) we entrust a nomination to the South Australian Chamber of Manufactures. I agree with entrusting to the Municipal Association the nomination of a member representing local government. If we do not do this, we are as good as saying to the association or to local government in general, "You are just not capable of picking someone yourselves as a suitable nominee. We want a nominee from you but we shall get the Minister to do the job." We want a representative of local government and he should be nominated by the Municipal Association, as suggested by the member for Whyalla (Mr. Loveday).

Mr. HALL: I prefer the wording of this amendment to remain as I first moved it. We must not forget that we are dealing with voluntary efforts here. The other nominees will be coming from professions in which they are paid: we are now selecting from a wide field of local government—from a group of voluntary workers.

Mr. Clark: Not necessarily.

Mr. HALL: No, but, if we get these technical men, as has been emphasized, from these professions, it is likely that they will be employed by them. Perhaps some will not even want the job. We are here dealing with a

voluntary pool, and it is much easier to offend sections of voluntary helpers than paid employees. We should not choose initially by saying that a person must come as a nominee from the Municipal Association. The main voting power of delegates in this association resides in the metropolitan area. If the honourable member seriously believes that a nominee may be coming from the top of the gulf, does he seriously think that that nominee would be selected by the Municipal Association, which would gain most of its voting power from delegates in the city? If this is left as wide as it is now, a delegate may come from anywhere in the State. I prefer it left as it is and that we make no selection here, which we would do by pin-pointing it to the Municipal Association.

Mr. LOVEDAY: We should heed this point, that we should not put this representative in a totally different category unless we want a different category of appointee to this committee. We have persons in category A and category B. If we do what the member for Gouger suggests, we shall have a category C as well, because this representative will be appointed in a different way. Two or three red herrings have been drawn across the trail of this Municipal Association question, with district councils being brought in. Country councils that could be affected by fumes or smog are, almost without exception, affiliated to the Municipal Association; so that is a body representative of all the local government organizations likely to be affected by this problem. The people in their respective areas can choose their delegates to the Municipal Association, which in turn selects a nominee for the committee. It does not follow that the person nominated is necessarily a member of a local governing body; he could be a salaried officer and there is no reason to suggest that he would not be. That would be entirely up to the Municipal Association. Obviously, it would not appoint a person who could not attend the meetings of the committee and he could easily be a salaried officer. So all these objections, when examined, do not hold water. The idea that a person if he happened to be a member of a council would soon lose his seat by doing something unpopular is the reverse of the argument put forward by the Premier, who said that this committee would approach its work objectively; it would not approach it from the point of view of each person being a representative of the body by whom he was appointed.

The Hon. G. G. Pearson: If he is appointed he will be wholly accountable to that body.

Mr. LOVEDAY: If the Minister maintains that attitude, that supports my earlier point on which scorn was poured by the Premier when he spoke. He said "No. All these technicians will look at the matter objectively. They will not have any vested interests."

The Hon. G. G. Pearson: All the others, in effect, represent private concerns: this man does not.

Mr. LOVEDAY: I think the switching of the arguments by people opposing this from one side to the other shows there is no sound argument in opposition to the proposition that there should be a nominee of the Municipal Association. Surely it should be accorded the same opportunity as all other organizations mentioned in the composition of this committee have. If we do not accord it that opportunity, it will feel slighted. It is the obvious association to make a nomination.

Mr. RYAN: Some propositions put forward, especially those by the members for Gouger (Mr. Hall) and Onkaparinga (Mr. Shannon), supported by the interjection of the Minister, show that they have no confidence in the very people they are suggesting should make a nomination. The Minister, by interjection, implied that.

The Hon. G. G. Pearson: No, I didn't.

Mr. RYAN: Yes, you did. You implied that you did not have confidence in an organization to submit a representative.

The Hon. G. G. Pearson: I said nothing of the kind, and the honourable member knows it.

Mr. RYAN: You implied it.

The Hon. G. G. Pearson: I implied nothing of the sort. Do not try to pin words on me like that. You tried it before, and it will not work.

Mr. RYAN: If members want the procedure provided by the Bill to nominate a person, why was a panel of names not suggested to be submitted to the Minister so that he could select a person? That is what the amendment seeks. The member for Gouger is recommending that a panel of names be submitted to the Minister in order that the Minister himself may select one person to represent local government. That is the intention of the amendment. I note neither the member for Gouger nor the Minister repudiates that. It does not require them to submit a nomination. It has been said in this debate that certain organizations would not be represented, or that nominations would be submitted of

persons not interested in this problem. If this is the case, where does the nominee of the South Australian Gas Company come into it? Is the South Australian Gas Company representative of the whole of the State on this question? It would not be. How can one use the argument that, adopting the idea of the nominee of the Municipal Association it would not be truly representative merely because a body was not represented on that organization. We could say the same thing about the Trades and Labour Council. Not every working man's organization is affiliated with that council, but why deprive that body of the right to select a nominee? That is a proposition in the amendment by the member for Gouger. If one has not the necessary confidence in the Municipal Association to select a nominee to be submitted to the Government, have we any confidence in the other organizations? Why should not the Electricity Trust submit a panel of names to be selected by the Minister? I see no argument in the point raised by the member for Onkaparinga that it may be a councillor who has to suffer the consequences when he faces his ratepayers at the next election. It has been mentioned by the member for Whyalla (Mr. Loveday), that it could be the mayor, the town clerk, or the engineer of a council who would be the accepted nominee representing the Municipal Association. There is nothing in the amendment stating that it must be an elected member of a council.

Mr. McKee: Would a councillor lose his position if he made a good job of preventing smog?

Mr. RYAN: He would probably be elected unopposed at the next election because his popularity would ensure his continued election. I believe the member for Hindmarsh would be totally opposed to the suggestion that all trade unions suggest a person to be considered as a nominee by the Minister. Is there anything wrong with asking a recognized, organized body, accepted as such, to submit a nomination? If it is left to a person representing local government authority, the very thing I mentioned earlier (and what we are trying to avoid) would happen and a "dog fight" would begin between the various local councils, as they would say that they had no confidence in the person selected by the Minister. It would mean that the Minister would be the judge and jury on this selection, but he has not the same power for the other nominees. He accepts the nominees of the organizations named in the various clauses of the Act. If

we are sincere in accepting that, then we should apply the same principle to the suggested amendment.

Mr. BURDON: The member for Gouger has suggested an amendment which recognizes local government authority, but I consider that he does not go far enough. I oppose Mr. Hall's amendment because municipalities, corporations and councils are the same as the other constituent bodies in the Bill for a nominated person. Councils in my area are troubled with a nuisance from the Electricity Trust causing concern to persons living in a part of the city of Mount Gambier. I consider that this Bill would be improved by the adoption of an amendment that the representative shall be a representative of the Municipal Association of South Australia. These councils and corporations would have an organization through which the various complaints could be forwarded to a representative body that could pass the instructions to a nominated person to place before the committee. If this were done, something would be achieved. All these persons could be nominated through a designated body.

Mr. LOVEDAY: I move to amend Mr. Hall's amendment as follows:

To delete "as a person representative of local Government interests" and insert "on the nomination of the Municipal Association of South Australia".

It will then read "One shall be appointed on the nomination of the Municipal Association of South Australia."

The Committee divided on Mr. Loveday's amendment to Mr. Hall's amendment:

Ayes (16).—Messrs. Burdon, Bywaters, Casey, Clark, Corcoran, Curren, Dunstan, Hughes, Jennings, Langley, Lawn, Loveday (teller), McKee, Ryan, Tapping, and Fred Walsh.

Noes (19).—Messrs. Bockelberg, Brookman, Coumbe, Ferguson, Freebairn, Hall (teller), Harding, Heaslip, Hutchens, Laucke, Millhouse, Nankivell, Sir Baden Pattinson, Mr. Pearson, Sir Thomas Playford, Messrs. Quirke and Shannon, Mrs. Steele, and Mr. Frank Walsh.

Majority of 3 for the Noes.

Amendment thus negatived.

Mr. Hall's amendment carried.

Mr. FRED WALSH: Can the Premier explain new section 94b (6), which states:

A member of the committee shall be deemed to have vacated his office if he dies, resigns his office in writing addressed to the Minister, or is removed from office by the Governor.

A person may be a member of an organization at the time he is nominated and appointed to the committee, but may cease to be a member of the organization. Does his position on the committee automatically become vacant, or can he continue in office? Is it left to the Governor's discretion to remove him from office? A man could be a member of the Trades and Labour Council and subsequently cease to be a member. Could he continue as a member of the committee?

The Hon. Sir THOMAS PLAYFORD: In such a case the last words of the subsection are the effective words. If the Trades and Labour Council wrote to the Minister and said that its nominee had ceased to be a member of the organization and the organization wanted another person appointed to the committee, the Minister would interview the committee member and suggest that he tender his resignation. That is accepted protocol. If the member did not resign the Governor would remove him from office and appoint someone else on the recommendation of the organization concerned. I can assure the honourable member that the Government desires to see that the Act of Parliament is complied with and that the nomination should be an effective nomination of the organization concerned.

Mr. LOVEDAY: Subsection (4) states:

A nominated member shall, subject to this section, hold office for such term not exceeding five years as is specified in the instrument of his appointment, but shall be eligible for reappointment.

There are six nominated members of the committee under new section 94b (2) (b). A resolution has just been carried concerning a representative of local government interests who is not a nominated person. I can see nothing in the Act to determine the length of his office because he is not a nominated person.

The Hon. Sir THOMAS PLAYFORD: That will be covered by the subsection the honourable member has just mentioned. I did not hear the debate on the previous matter discussed, but obviously where a person is appointed to represent an organization the Government would approach that organization and ask it for nominations on a particular matter. The Governor would not just take a name out of a hat and say, "I appoint you to represent local government." The authority concerned would be consulted in the best way possible. It is not always a clear expression of opinion, but it would be a real representative of the thought of local government.

Mr. Ryan: Whom would they approach in this case?

The Hon. Sir THOMAS PLAYFORD: In local government it would normally be the Local Government Association.

Mr. Ryan: The very thing you voted out!

The Hon. Sir THOMAS PLAYFORD: The honourable member himself has just voted for the local government authority to be consulted.

Mr. Ryan: You voted against it; you never heard the debate.

The Hon. Sir THOMAS PLAYFORD: The position still remains that the Government would generally consult the people and they would not normally be from the university.

Mr. Ryan: You voted against that amendment.

The CHAIRMAN: Order!

The Hon. Sir THOMAS PLAYFORD: The Government would elect a nominee, obviously. The answer to the honourable member is that, if a nominee were, by a definite expression of opinion, objected to by the authority he was supposed to be representing, the Government would obviously take that into account.

Mr. HALL: I move:

In new section 94c (1) to delete paragraph (d).

New section 94c (1)(d) gives the committee power to recommend the formulation of regulations prescribing authorized fuels for the purpose of the regulations and prohibiting, regulating or controlling the burning of other fuels or materials in fuel-burning equipment. This is the core of the whole legislation. If we look at the other matters concerning which regulations may be made, we find the emission of impurities from these burners can be controlled in other ways. Paragraph (e) gives the committee power to recommend regulations concerning regulation, control, and prohibition of the emission of air impurities from fuel-burning equipment or any air impurity source. Paragraph (e) refers to the construction and installation of fuel-burning equipment; paragraph (f) refers to the installation, maintenance, and operation at any premises of apparatus to prevent, limit or control the emission of air impurities.

Paragraphs (c), (e) and (f) adequately safeguard the public interests in regard to the emission of waste, impure air or gases from fuel-burning equipment, so why do we want to regulate the type of fuel burnt? I think any one of those paragraphs (or the three together) would automatically cover a fuel if the user of the plant could not rectify the fault. We are now enabling the committee to formulate regulations that could place a blanket control or ban on the use of a certain type of fuel.

I take it that such a ban would be applied to specific areas. Obviously regulations pertaining to some areas (for instance, Two Wells, where a small fertilizer industry uses oil-burning equipment) would be entirely different from those in a suburban area.

There are many and varied devices for burning fuel and if, say, 80 per cent of the users of a certain type have not got the best equipment they may be creating an air pollution problem. However, there may be 20 per cent who, by use of more expensive plant or better supervision, may burn that fuel so as not to harm public health. It would be unfair if a blanket ban, placed on the use of that fuel, restricted 20 per cent of the users who were burning fuel efficiently. I know that oil, for instance, can be burnt in many ways and in some instances it can be a great source of air pollution. In other ways if the proper equipment is installed it is a clean-burning fuel, so I cannot see why we need paragraph (d): paragraphs (c), (e) and (f) are sufficient. It is imposing an unnecessary hardship on someone who has a ready access to a certain fuel and who may be efficient in burning it to penalize him because of the inefficiency of a large group of other users. If it can be proved to me that paragraph (d) is necessary I shall not press this amendment, but as yet I cannot see why it is necessary.

Mr. CUMBE: I cannot agree with the member for Gouger and suggest that his amendment be rejected. Paragraph (d) is an integral part of the measure and must be considered in conjunction with the other paragraphs controlling apparatus. To get the full effect of the Bill not only must there be control of apparatus but control of the fuel burned. In a large hospital unit in my district much nuisance was caused to nearby residents, but after experiments an alternative fuel was used without any reduction in the efficiency of the unit, but there was considerable abatement of the nuisance. It is well known that sometimes coal can be substituted for coke, or coke for coal, and sometimes a mixture of both will lessen the trouble. In a specific installation it would be competent for the committee to suggest that a certain admixture be used and a cheap fuel be not used. Some mixtures of tar, which is sometimes used as fuel, give off smoke that can be a nuisance, and scrap rubber when burned in boilers gives off smoke and a nasty smell. If paragraph (d) were not included the committee would not be able to control some installations. In



any case the matter would come forward in regulations and Parliament would have the opportunity to disallow it, if that were found necessary.

The Hon. Sir THOMAS PLAYFORD: The Government hopes that the paragraph will not be struck out, because that could bring about a position entirely different from that desired by the mover of the amendment. If it were struck out the only remedy the committee would have in the event of an installation using a wrong fuel would be to close it down, whereas under the paragraph a regulation could be made to enable the installation to continue by using another fuel that did not create a nuisance.

Amendment negatived.

Mr. HALL: I move:

In paragraph (h) after "incinerators" to insert "other than household incinerators".

We are trying to prevent the pollution of air by industry or by large undertakings, but under the paragraph a householder could be hamstrung and a costly incinerator could be

prescribed for his use. It is possible to purchase a cheap incinerator, often made from a 44-gallon drum, and it can be either a success or a failure, according to the way it is used. The disposal of rubbish around the house is a necessity and there should be no restriction upon the incinerators used for the disposal of household refuse.

The Hon. Sir THOMAS PLAYFORD: I think the honourable member could achieve his purpose by striking out the word "private". Sometimes a nuisance is created by burning old rubber tyres in a household incinerator. I think there should be the power to control the lesser nuisance in the same way as the greater nuisance.

Amendment negatived; clause as amended passed.

Title passed.

Bill reported with amendments.

#### ADJOURNMENT.

At 10 p.m. the House adjourned until Wednesday, August 28, at 2 p.m.