

## HOUSE OF ASSEMBLY.

Tuesday, October 20, 1964.

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

### QUESTIONS.

#### BOOKMAKERS' TAX.

Mr. FRANK WALSH: In the *Advertiser* of Saturday, October 17, under the heading "Plan to Raise S.A. Bets Tax", an article stated that the Premier would introduce legislation to increase turnover tax on races in all States from 1 per cent. to 1½ per cent. The article also stated that the chairman of the South Australian off-course totalizator committee had said that the committee would accept the Government's proposal on turnover tax. Does the Premier intend to introduce legislation for the purpose of increasing the turnover tax, or does he intend to combine it with other matters to include a totalizator agency board system of off-course betting in country areas? Further, does he intend to finalize these matters this week if the legislation is introduced?

The Hon. Sir THOMAS PLAYFORD: As honourable members know, the Government submitted to the racing clubs certain plans as a counter to their request for a T.A.B. system similar to the Victorian system. These plans have been the subject of much negotiation, but substantial agreement has now been reached. Some subsidiary matters will have to be worked out in the drafting of the relevant legislation but, as the racing clubs have accepted the Government's plans in the main, the Government has indicated that it will draw up legislation to be introduced into Parliament in the next session. The off-course betting system to be introduced will not be the same as the Victorian system but it will closely follow the 14 points which I have outlined to the House and which have been submitted to the racing clubs. This plan has been accepted by the clubs and will be subject to amendment. The legislation cannot be dealt with this session because the Parliamentary Draftsman has indicated that the legislation would take some time to draft. Indeed, because of several amendments, legislation for the Victorian system required at least six months' negotiation before it was ready for Parliament.

Another matter which has been always treated separately and which has also been the subject of considerable negotiation between

the Government and the racing clubs relates to turnover tax. At present the racing clubs receive no revenue from turnover tax on betting on races in other States. On the other hand, the Government receives no revenue from the turnover tax on betting within this State, except on betting that takes place in the Port Pirie district, which is subject to special legislation authorizing the Government to receive 2 per cent, £5,000 of which goes to country racing clubs. I will ask the House to consider this week a small amendment to provide for ½ per cent increase in the turnover tax on betting on races both in South Australia and in other States, half of which will go to the racing clubs and half to the Government.

Mr. HALL: The Premier is no doubt aware that an alteration of the 14-point plan to a one-point plan has been on his own initiative, without reference to those who sit behind him. I am greatly concerned about the clubs' intentions in regard to the 14-point plan. Before committing myself to support the Bill to be introduced, I should like to know more definitely what are the clubs' intentions in this matter. Will the Premier seek from the clubs a public utterance that they will essentially support legislation providing for a T.A.B. scheme in this State when it is introduced into this House?

The Hon. Sir THOMAS PLAYFORD: In answer to the Leader of the Opposition, who, incidentally did not make any threats towards me, I said that the clubs had indicated to me that they were prepared to go ahead with the proposal essentially in line with the 14 points that I had submitted to them. One or two minor matters are not yet completely covered, nor could they be covered until the Bill had been drafted. The clubs have made no secret of their intention; in fact, they have put it in writing, and that letter is available for the honourable member if he wishes to peruse it. There is also my statement in *Hansard* that we have reached substantial agreement, so much so that the Bill will now be drafted for submission to Parliament.

#### HOUSE SALES.

Mr. JENNINGS: Recently in my district householders were approached by a land agent who sought to purchase their houses for a big project that he would not identify. As a consequence of this, I understand that all of the house owners have signed a contract which they subsequently regret, and I believe that there is little that can now be done about that because the contract has been signed;

and even though I think there was certain intimidation, there certainly was nothing that could properly be called duress. If the position has been represented to me correctly, the land agent or his servant told each house owner that he was the last person to sign. In addition, I think it was intimidatory, if the allegations made to me are correct, that in some instances the land agent or his servant stayed in a place as late as midnight and said, in effect, "Well, everyone else has signed up, you might as well sign now." On investigating, I find that the project was for a supermarket for Coles, to which I do not object, although I think that is beside the point. Will the Minister of Education refer to the Attorney-General the matter of the tactics of the land agent so that it may be referred to the Land Agents Board for a proper inquiry into the way the whole affair has been conducted?

The Hon. Sir BADEN PATTINSON: Although it may not sound like intimidation, as the honourable member suggests, it sounds very much like misrepresentation to me, and I shall be pleased to do as the honourable member requests.

#### SWIMMING POOL.

Mr. COUMBE: Did the Premier see the report in the weekend newspaper of the Adelaide City Council's proposal to build a large Olympic-size swimming pool in the north park lands in my district? Has the Premier been approached by the City Council for assistance concerning this project? Would this project be classified as a major one, as was explained to the House some months ago when the matter of swimming pools was discussed? Further, what financial assistance would the Government be likely to give the Adelaide City Council toward the cost of this very large project?

The Hon. Sir THOMAS PLAYFORD: I did not see that report, but about a fortnight ago the Lord Mayor waited on me with the proposals and I concluded at that time that it was an application the council wanted considered by the Government. Actually, I have found out by means of another report I have seen since that the approach was made only to enable me to know what the City Council was to consider last Monday. I understand that the council last Monday approved of an approach being made to the Government. Assuming that such an approach would be along the same lines as the matters submitted to me by the Lord Mayor, the project

would indeed be a major one. Secondly, the Lord Mayor pointed out that various other districts would get substantial advantage from the proposed swimming pool (which I understand is to be in the north park lands) and that in those circumstances the City Council should not be expected to pay very much. I concluded, on the other hand, that the neighbouring councils could be expected to pay something. In these circumstances I had drawn up a letter that has been sent to the neighbouring councils to see what they are prepared to do in the matter. The best figure I have seen regarding the Adelaide City Council is a maximum of 25 per cent of the total cost of a swimming pool. I point out that in South Australia small country centres have been establishing swimming pools and I doubt very much whether they have received, on average, 33 per cent of what they have spent. In those circumstances, I do not believe that the metropolitan area should be so far out of line that metropolitan councils should not pay at least half the sum involved. This matter has not been discussed by Cabinet because I have not got the final figures. I have not heard the views of the councils in areas such as those represented by the members for Enfield and Torrens. I do not think these councils would favour this proposal, but it is a matter that they must decide. I have indicated that, as this would be a major project, the Government would be prepared to recommend to Parliament that it give substantial assistance because, after all, this swimming pool would be the main swimming centre of the State. However, I do not contemplate that we would have to fall as far out of line as suggested in the Lord Mayor's communication. Until I hear from the surrounding councils I cannot take the matter any further.

#### INSECTICIDES.

Mr. HUTCHENS: I notice from today's *Advertiser* that the Premier, in addressing the Agriculture and Veterinary Chemicals Association convention yesterday, drew attention to the complex nature of many chemicals available for spraying. It is reported that the Premier said that this was dangerous to the sprayer and the fruit, and I agree with those remarks. However, Mr. Wylie, the President of the Association, said, in effect, that the manufacturers had tried to do the right thing, but that regulations were needed and nothing satisfactory could be achieved until uniform regulations were enforced throughout Australia. Has the Minister of Agriculture read

this report and has he considered approaching the other States with a view to having this desirable uniform legislation?

The Hon. D. N. BROOKMAN: I was present at the opening of the conference. The remarks of Mr. Wylie did not conflict with those of the Premier, nor was Mr. Wylie saying that nothing could be done because of the variations in State policies. In fact, Mr. Wylie, in his President's report, made a constructive address with which I could not find fault. Amongst other things, he said that difficulty was experienced because State regulations were not always uniform, and he urged that more uniformity should be achieved. I entirely agree with him that uniformity would be desirable. The Agricultural Council and various committees have discussed these questions and much uniformity has been achieved over the last few years. This is particularly so in relation to the wide range of insecticides known as chlorinated hydro-carbons which, it has been decided, are undesirable if used too freely. We are working towards a more uniform arrangement but have much to achieve. I agree with Mr. Wylie that closer uniformity in these matters is desirable.

Mr. LOVEDAY: In the article referred to by the member for Hindmarsh reference was made to the complex names of many chemicals used in agriculture, and the article stated that some salesmen sold many products that were not suitable for the purpose for which they were purchased. We have a Consumers' Association in Australia that scientifically tests many commodities and reports to consumers through its journal. Does the Minister of Agriculture know why agricultural and horticultural departments, in collaboration with the Commonwealth Scientific and Industrial Research Organization, cannot examine the products and issue straightout recommendations to people on the land indicating what is the best for their purpose so as to avoid this trouble?

The Hon. D. N. BROOKMAN: I attended the conference but I did not peruse the press report of it. I wonder if the honourable member had attended the conference whether he would have got the impression that nothing was done to safeguard the users of these materials. The point the Premier made was that the complexity of the title of the particular material was hidden in a trade name. Actually, it would be correct to say that in most cases the active constituents have to be printed somewhere on the label, and that does not necessarily make it simple for the

user to read. The particular problems are generally dealt with within South Australia by legislation under the Stock Medicines Act, and other Acts. The Stock Medicines Board controls this matter and I could get the details of the way in which all matters are supervised, but the position is relatively well catered for at present. The only criticism seems to be that of confusion to the ordinary user, and that, because of the complexity of labels, he may become confused. It would be better if it were more simply described. I shall consider that point to see whether anything can be done through State administration, but at present it is up to the manufacturers as well as State authorities to try to simplify the issue. Each year, more and more effective materials are coming on to the market and this makes the problem more difficult to deal with. If we knew we were going to get nothing new for a few years it would be a relatively simple matter to get an adequate description of it.

#### FRUIT JUICES.

Mr. BOCKELBERG: Last week the member for Chaffey asked a question about fruit juices for schoolchildren. For some time I have been asking that fruit juices be provided for schoolchildren on Eyre Peninsula. Recently, some schools have been supplied with milk but there are many schools to which milk cannot be supplied or transported. If the Minister of Education takes up this matter on behalf of the member for Chaffey, will he inquire specifically concerning the schools on Eyre Peninsula?

The Hon. Sir BADEN PATTINSON: I shall be pleased to do so. I have made representations in the past on this matter to the Commonwealth Government, but it has declined to accede to my requests. I am now preparing a letter about this matter which I hope the Premier will send to the Prime Minister.

#### WOOL PACKS.

Mr. HARDING: Has the Minister of Agriculture a reply to my recent question about the practicability of wool bales being made of paper in this State?

The Hon. D. N. BROOKMAN: The Conservator of Forests reports:

Preliminary inquiries I have made indicate that at the moment the idea is in the experimental stage, but I expect to have further information soon. With regard to the question asked by Mr. Harding, M.P., I think it would be almost certain that the paper pack concerned would be of a strong kraft type,

possibly multi-wall, and that if this were the case, there would be no chance of it being made by any existing industry in South Australia.

#### INTRASTATE AIR SERVICES.

Mr. RYAN: Last week the Premier said, in answer to my question whether the South Australian Government had lodged an official complaint about the Commonwealth Government's interference in intrastate civil aviation rights, that the Government was preparing a letter of protest to the Prime Minister. Can the Premier say whether this letter has been forwarded to the Prime Minister and if it has been, can its contents be made available?

The Hon. Sir THOMAS PLAYFORD: The letter has been sent to the Prime Minister and unless there has been a delay in the Postmaster-General's Department it should be in his hands now. I presume that it is, and in those circumstances I have no objection to releasing the contents of the letter. It states:

I refer to your letter dated August 6, 1964, on the subject of Air Navigation Regulations and to the amendment recently made to these. I desire to make it quite plain that my Government is opposed to the substance of the regulations, the legal assumption upon which their claim to validity appears to be based, and the method by which they purport to have been brought into operation. In the first place, even assuming that the regulations are in all respects valid, it appears to my Government that regulatory provisions of such importance, scope and widespread application should be introduced, if at all, by a Bill available for close scrutiny and careful consideration by all members of the legislature and then open to critical discussion on the floor of the House. The course adopted by the Commonwealth Government, that is to say the exercise by regulation of delegated powers, prevents scrutiny, consideration and, above all, free discussion in the House. Such a course is, in the view of my Government, entirely inappropriate to a matter of such importance. In the second place, the regulations will, if valid, have the effect of withdrawing from States a wide area of State power which could very well have been invoked from time to time to expand, guide or protect the interests of intrastate aviation, which now have little or no connection with interstate or international aviation. It seems to my Government that the necessity of fulfilling the Commonwealth's proper duties under an International Convention cannot and does not justify the curtailment of State legislative powers with respect to domestic matters of purely State concern.

Thirdly, my Government wishes to state that it cannot accept the proposition that because the Commonwealth is a party to some International Convention it receives, in all cases, by virtue of the operation of section 51 XXIX, the constitutional power to pass valid Commonwealth legislation implementing within Australia the terms of the convention. The

validity of any legislation purporting to implement such a convention must depend, in the final analysis, upon the purpose and purview of the international engagement—whether, and the extent to which it is truly of international concern; upon the structure and scope of the legislative means adopted for implementation and upon the relationship between the two. In the present case, the Chicago Convention seems to my Government most unlikely to have warranted or required so marked an extension of Commonwealth legislation into non-Commonwealth spheres of activity as the Air Navigation Regulations disclose. My Government recalls that, although express requests have been made for additional services to be established in South Australia to meet its requirements, the Commonwealth Government has, by administrative action, prevented this from being done. The Commonwealth Government has, in this way, failed to implement its announced policy of fostering competitive air services. However that may be, the Air Navigation Regulations appear to give rise to Constitutional issues of such magnitude that my Government will be bound to take whatever steps it considers appropriate to challenge these regulations.

#### SURVEYORS.

Mr. NANKIVELL: Has the Minister of Lands a reply to the question I asked last week concerning a press report headed "Costly delays in S.A. Survey Work", which stated that the South Australian Institution of Surveyors had suggested that a Survey Co-ordination Act be introduced in this State to obviate delays in survey work?

The Hon. P. H. QUIRKE: This matter has been under consideration for some time now. The substance of the article which appeared in the *Advertiser* is correct, but the statement that "South Australia's biggest need, members of the Institution of Surveyors say, is for a Survey Co-ordination Act" is an over-simplification of the problem. Delays in completing surveys are brought about mainly by an acute shortage of expert manpower, involving both surveyors and other personnel such as draftsmen, cartographers, and computers. The problem exists not only in the field of direct surveying but also in such applications as aerial surveying, in which spectacular economies in manpower, time, and cost are possible if fully exploited. These delays can be eliminated only by substantially improving the survey potential which must be effected not only by increasing the actual number of people engaged in surveying but also by increasing the efficiency of this manpower in eliminating wasteful practices in present procedures, and introducing new measures to ensure the maximum and most efficient use of any survey operation.

Survey co-ordination will assist in the following ways: (1) Overlapping can be virtually eliminated by a system of notifications which enable the Surveyor-General to see at any time the surveys planned for a particular area. He can then specify a minimum number (in most cases one) of authorities to complete the surveys to the satisfaction of all concerned. This could apply where two or more authorities are involved in independent surveys in a particular area; e.g., at Whyalla there could one day be Railways, Engineering and Water Supply Department, Highways and Local Government Department and Electricity Trust surveying going on concurrently. In such a case the Surveyor-General would nominate one of these authorities to complete the work in the area for all of these organizations. (2) Duplication can be avoided by having a central index of all surveys, which will show all the surveys which have been completed in a particular area, together with the nature, accuracy and type of marking of each survey, and where the original field notes and plans may be inspected. (3) Overall usefulness can be extended by prescribing standard and minimum specifications of accuracy, marking and plan work for all surveys.

The greatest benefits accruing from the operations of a Survey Co-ordination Act are long range, and spectacular improvement would not immediately follow the introduction of such legislation. However, once administration began operating smoothly, continuing and expanding benefits could be expected. The State Mapping and Survey Co-ordination Committee, under the chairmanship of the Surveyor-General, is actively engaged in drafting a report on survey co-ordination, which includes a proposed draft Act and regulations. It is expected that the report will be submitted early in 1965.

#### PALM LODGE.

Mr. DUNSTAN: In Baliol Street, College Park, the Health Department has purchased a property formerly known as Palm Lodge, where former inmates of the Parkside Mental Hospital will be cared for before their return to life outside the hospital. It is now some time since the property has been in the department's hands, and residents in the area have complained that the property, particularly the garden, appears to be deteriorating rapidly. It seems that unless action is immediately taken to maintain the grounds there will be nothing left by the summer. I believe that

this would require little work by the department. The building was formerly set in attractive surroundings. Will the Premier ask his colleague the Minister of Health to take up with the superintendent the question of carrying out maintenance work so that the property may be ready for occupation as soon as the alterations are completed?

The Hon. Sir THOMAS PLAYFORD: This property has been recently purchased, the purpose having been referred to in a Bill that was debated before the House last week. The Government is negotiating to purchase still another property for the same purpose, and it is most anxious to proceed with this activity. I assure the honourable member that no untoward delay will be involved in preparing the building for occupation. It could not officially become part of the Mental Health Department until the Bill had been passed but, now that that Bill has been passed, its preparation for use will be carried out as quickly as possible.

#### PORT PIRIE DREDGING.

Mr. McKEE: I understand that, because of silting at the berths at Port Pirie, the Harbors Board is considering dredging there soon. Can the Minister of Marine say whether it is intended that, while the dredges are there, the board will further consider dredging the channel as well?

The Hon. G. G. PEARSON: It is correct that, because of the action, presumably, of ships' propellers when ships are manoeuvring in the swinging basin and adjacent to the berths at Port Pirie, some silt has been washed into the deeper dredged sections of the berths and will have to be removed. The General Manager reported that to me earlier this week and I have approved the necessary expenditure for him to go ahead with it. It is not a big job in terms of dredging, but it is a job which is necessary in order to maintain water depths at the berths so that ships being loaded do not bottom at low tide. The question of further deepening in the channel is one to which I referred here recently and which the honourable member has asked me about. The dredges that we are using will be of the smaller type, anyway, and would be unsuited to this work. Apart from that, there is no intention at present to embark on a further deepening of the channel which, as the honourable member knows, was dealt with and completed only about a year ago.

## GOVERNMENT BUILDING.

Mr. MILLHOUSE: Last week I asked the Minister of Works whether there were any plans to improve the appearance of Foys Building in Rundle Street and what its future might be. Has the Minister a reply to that question?

The Hon. G. G. PEARSON: I have a report from the Director of the Public Buildings Department which states that, with reference to the Ministerial inquiry on the repairs and painting of the Government Offices, Rundle Street, an estimate is being prepared for the work. The estimate of costs is expected to be about £10,000, and, if approved, the work will be put in hand in March 1965.

## PATAWALONGA ACCIDENT.

Mr. FRED WALSH: Last Tuesday I referred to an accident that occurred at the Patawalonga boat haven and asked the Minister of Marine to obtain a report on the matter. Has the Minister that report?

The Hon. G. G. PEARSON: I commented on the honourable member's question at the time he asked it, and my comments appear to be pretty close to the mark. I have a report now from the General Manager of the Harbors Board which states that the Patawalonga lock and sluices were designed by the Engineering and Water Supply Department and constructed by contract for the Glenelg council. The Harbors Board was not involved in the design, nor is it involved in any way in the operation either of the lock or the sluices. The sluices are provided to release excess fresh water that may come down the various creeks that drain into the haven during times of flood or heavy rainfall, and also to flush or scour the entrance channel seaward of the lock to keep it clear of sand and weed. It would appear that whilst one of the sluices was open to reduce the level of the haven (which was abnormally high following heavy rain) a small boat with another in tow entered the haven from the lock. The difference in level between the haven and the sea was about 18in. at the time. Whilst still near the current flowing seawards *via* the open sluice the boat being towed lost its tow line and was then swept out to sea again through the sluice opening.

## ROYAL ADELAIDE HOSPITAL.

Mrs. STEELE: Can the Minister of Works say what stage has been reached in planning for the second stage of the Royal Adelaide Hospital reconstruction and when tenders for that stage will be called?

The Hon. G. G. PEARSON: The work on stage 1 of the Royal Adelaide Hospital redevelopment scheme has proceeded very well. This is a very big and costly scheme and, of course, as all honourable members know, it involves certain stages each expected to take a certain amount of time. The Director of the Public Buildings Department has informed me that the planning of stage 2 is very well advanced and that he will be in a position to call tenders for this work soon. It would not be possible to commence work on stage 2 for quite some time, because it is dependent to some extent upon the final stages of stage 1. However, he has based his recommendation on the fact that it would enable the successful tenderer to make plans well ahead for the commencement of stage 2, so that if it were possible to overlap the two stages at any point advantage could be taken of that possibility to save time in the completion of stage 2. Cabinet has given approval for the Director to call tenders for stage 2 as soon as he is ready, which could be within a week or two, and then upon the acceptance of the tender the contractor will be able to arrange to make a start as soon as possible.

I do not want to mislead the House: it will not be possible to make a start for some time. The building industry is fully committed at present, and contractors naturally like to plan their programme for major works as far ahead as they possibly can. Therefore, this earlier call for tenders would enable that to be done so that the contractor does not find himself with a programme of work which is embarrassing to him and so that the programming can be streamlined to achieve the best possible result for the public in point of time.

## GEORGES CORNER.

Mr. RICHES: Has the Minister of Works a reply to a question I asked last week concerning warning signs at Georges Corner?

The Hon. G. G. PEARSON: I have a report from my colleague. It is a lengthy one, and I ask leave to have it incorporated in *Hansard* without the necessity of my reading it.

Leave granted.

## GEORGES CORNER.

My colleague, the Minister of Roads, informs me that his department is at present investigating the possibility of completely redesigning the junction known as Georges Corner. However, it is feared that there is no completely satisfactory solution, as a Y-junction, which would obviate sharp turns, creates hazards of a different nature and could cause head-on

collisions. The Nelshaby main road intersection further complicates matters. Signs erected at this junction are as follows: Travelling in a northerly direction there is a "cross roads" sign indicating the Nelshaby main road intersection, then a symbol "sharp turn right" sign and a "T-junction" sign. Behind the curve on the line of the approach road closely spaced sighter posts with reflectors and a large route marker sign and a zebra board on the Port Pirie road opposite the junction. Travelling in a southerly direction there is an advance direction sign 475ft. back from the junction, a route marker approaching the junction, and direction sign at the junction. The advance direction sign should be visible several hundred feet back from the sign itself, and should give sufficient warning of the junction. In an attempt to reduce accidents the standard "sharp curve" sign on the southerly approach will be replaced by an oversized sign and an additional "T-junction" symbol sign will be erected on the northern approach.

Mr. RICHES: By courtesy of the Minister of Works I have read the report from his colleague concerning signs at Georges Corner. I have always admitted that directional signs exist at that place, but I still maintain that no sign there warns a motorist that that corner is in any way different from any other corner at which directional signs have been erected. There is a "T-junction" sign, as well as signs directing the motorist, but no warning exists to the average motorist that that is a dangerous corner. Pending redesign of the location, the difficulty of which is admitted by everybody who knows the corner, I am asking that a sign be erected to warn the motorist that this is not an ordinary T-junction but a dangerous corner. Will the Minister of Works place that simple request before the appropriate authorities?

The Hon. G. G. PEARSON: Yes, I shall be pleased to do that.

#### GAWLER INTERSECTION.

Mr. LAUCKE: Has the Minister of Works, representing the Minister of Roads, a reply to my question of last week regarding my suggestion for an investigation into the possibility of removing certain earthen banks at the Redbanks Road and Gawler by-pass intersection?

The Hon. G. G. PEARSON: The Minister of Roads states that the honourable member's suggestions will be fully investigated.

#### RENMARK AVENUE.

Mr. CURREN: On several occasions during past months I have referred to the need for duplication of the Sturt Highway in Renmark Avenue from the railway crossing to the bridge at Salt Creek.

Over the weekend I was informed that Highways Department engineers had inspected the area and intended to uproot a line of trees that run the full length of the avenue. As there is sufficient land on the western side of the line of trees to duplicate the road, will the Minister of Works ask the Minister of Roads whether the line of trees can be saved? I believe the road could be laid more cheaply if it were duplicated without attempting to widen the existing road.

The Hon. G. G. PEARSON: I will bring the honourable member's remarks to the notice of my colleague. I presume, from what the honourable member stated, that what he suggests would not involve land acquisition and that sufficient land is already available to do what he intends and to preserve the trees.

Mr. Curren: Yes.

#### MOUNT GAMBIER HOSPITAL.

Mr. BURDON: Late last year I asked the Premier a question concerning tenders being called for alterations to be made to the old Mount Gambier Hospital buildings to provide quarters for resident medical officers. In his reply, the Premier indicated that it was not expected that there would be sufficient medical graduates for appointments to be made in 1964. As the alterations to the old hospital buildings have almost been completed, can the Premier, representing the Minister of Health, indicate when resident medical officers are expected to be appointed at Mount Gambier Hospital?

The Hon. Sir THOMAS PLAYFORD: I will have to get a report from the Minister of Health, and I hope to have it by the end of the week.

#### LITTLEHAMPTON ROAD.

Mr. SHANNON: I have had many complaints since the highway through Littlehampton has been remade and the levels altered. I have had three complaints of plate-glass windows being broken, one in the post office and two in businesses conducted in the main street. Numerous complaints have been made to me by motorists whose windcreens have been broken as a result of stones being thrown up from the main street. One cause of the problem suggested is that there is a lack of control of speed through the main street. This should not occur, although the new highway through the town is now designed for much higher speeds than are desirable. One of my constituents who resides in the main street has complained that, because the water table

adjacent to his property has been altered, water has seeped into his house, ruined his carpets, and buckled his floor. He estimates the damage at £50, but I have not seen the damage to judge its extent for myself. He received little satisfaction from the Mount Barker council when he raised the matter with it. The council tried to pass it on to its insurance company and the company is trying to pass it on to the Highways Department. The result is that my constituent has got nowhere. I know these people well: they are reputable citizens and I do not doubt the validity of their complaints.

The SPEAKER: Order! The honourable member had better ask his question.

Mr. SHANNON: Will the Minister of Works ask the Minister of Roads when the new highway passing through the town of Littlehampton will be sealed to prevent loose stones being thrown against windows and breaking them? Secondly, should the Highways Department be charged with the cost of the damage to property adjacent to the new highway where such damage is caused by the water tables in the area?

The Hon. G. G. PEARSON: It is not often that a question from an honourable member indicates dissatisfaction with road improvements in his area and, from that point of view, this question is unusually refreshing. I will inform the Minister of Roads of these comments and obtain a report on the matter.

#### GAS ACCOUNTS.

Mr. LANGLEY: Recently I asked whether accounts of the South Australian Gas Company could be paid at branches of the Savings Bank. Today I received a letter from the Non-Official Postmasters' Association of Australia, which states:

For some time we have asked that our association members be permitted to collect Electricity Trust accounts. My members are prepared to collect South Australian Gas Company accounts. My members conduct non-official post offices throughout South Australia and conduct Commonwealth Savings Bank agencies. We do collect State Land Tax accounts for the State Government, and we do this work proficiently. Perhaps you would include Commonwealth Savings banks in your request, if you have not already done so.

Will the Premier consider this further information when dealing with the matter of the payments of gas company accounts?

The Hon. Sir THOMAS PLAYFORD: The South Australian Gas Company, as a company, is not under the control of the Government except as regards one or two minor items; for example, the total interest it

may pay to shareholders and the quality of gas it supplies. The conduct of its business, however, is entirely under the control of its directors. I shall refer the question to company officials and ask for a report.

#### CITY TRAFFIC.

Mr. LAWN: Has the Premier a reply from the Police Commissioner to my recent question about the Commissioner's views on one-way and two-way traffic in Rundle Street?

The Hon. Sir THOMAS PLAYFORD: The Police Commissioner states:

The present traffic situation in Rundle Street warrants one-way traffic between 8 a.m. and 11 p.m., but the requirement will be even greater if a remedy is to be provided for the street's major problems, which are:

- (a) the footpaths are not wide enough to cope with the number of pedestrians;
- (b) there are no legal pedestrian crossings between King William and Pulteney Streets, except at Gawler Place.

*Re (a):* The suggestion that the footpaths of Rundle Street be widened to at least 15ft. is extremely sound and in fact vital if this is to remain the principle shopping area of the city. Vehicular traffic, 78 per cent of which is through traffic, is of secondary consideration to the pedestrian requirement. A motorist is not even a potential customer at any of the shops until he or she becomes a pedestrian, and very few people who wish to shop in Rundle Street would even consider looking for a parking place in that street. The theory that "controlled congestion" is an incentive for people to purchase goods, can only apply to pedestrians. In any case the idea is a doubtful one, as a number of people interviewed have stated that they avoid Rundle Street because of the congestion and prefer to shop elsewhere. The removal of parking meters would do very little to relieve the pedestrian congestion and discomfort on the footpaths; in fact it would contribute nothing unless the sign posts, fire hydrants, etc., were also removed, and even this could mean no more than one foot of additional width—insufficient space for one person to walk.

*Re (b):* Crossing places, where pedestrians receive legal protection, are required in the mid-block areas between King William Street and Gawler Place, and Gawler Place and Pulteney Street. When the above two improvements are carried out, and I stress that they are urgent necessities, the vehicular traffic on the reduced width of roadway must be one-way at all times. It might be suggested that an alternative to one-way traffic could be no standing for vehicles, but this would interfere with the setting down and picking up of passengers. Traffic police have watched the situation very closely and it is evident that wider footpaths, proper pedestrian crossings and one-way traffic in Rundle Street, between King William Street and Pulteney Street, are necessary for the comfort and safety of both pedestrians and motorists. The alternative is to turn the area into a mall and set definite



times for loading and unloading goods. In either case, I am sure there would not be any loss of trade—on the contrary, I feel certain that business would improve.

#### MURRAY RIVER LEVELS.

Mr. BYWATERS: The levels at the lower basin of the Murray River are causing concern because of the water coming down the river and that which is expected to come down later in the year. Can the Minister of Works say what is the present river level at Murray Bridge? What is the department's policy concerning the barrages at Goolwa? Is all that can be done being done? What is the expected maximum height of the river?

The Hon. G. G. PEARSON: The honourable member has taken the matter further than he indicated and I do not have all the information that he has asked for. The Engineer-in-Chief reports:

The river level at Murray Bridge today is R.L. 110.80, that is 1ft. 3in., above flat pool level. The levels at Ewe Island and Tauwichee barrages are R.L. 109.42, *i.e.*, 1in. below designed pool level. There are 250 gates open at Tauwichee barrage, 96 at Ewe Island, and 55 bays open at the Goolwa barrage. With the present water in the upper reaches of the Murray and its tributaries, it is preliminarily estimated that the level at Murray Bridge will rise to R.L. 112.75, *i.e.*, 3ft. 3in. above flat pool level in late December.

Information supplied in another place today gives the expected levels higher up the river caused by the minor flood that is proceeding down the river at present.

#### DAVCO.

Mr. FRANK WALSH: Has the Premier a reply to the question I asked last week concerning the Development and Vending Corporation Limited?

The Hon. Sir THOMAS PLAYFORD: The Auditor-General's report is at present being examined by officers of the Crown Law Department, but because of the pressure of work and the complexity of the report, it has not yet been possible to make any recommendations as to whether any action can be taken against the company. A liquidator of the company has been appointed at the instigation of the Commonwealth Deputy Commissioner of Taxation.

#### FREELING HOUSING.

Mr. LAUCKE: Will the Premier obtain for me this week a report concerning progress on the new rental houses being erected by the Housing Trust at Freeling?

The Hon. Sir THOMAS PLAYFORD: Yes.

#### MAID AND MAGPIE INTERSECTION.

Mr. DUNSTAN: Considerable disquiet has been expressed in my district at the continuing congestion at the Maid and Magpie intersection. Some delay has apparently been caused in the re-formation of this intersection for its control by traffic lights because, so far, the acquisition of property on the south-eastern corner (at present owned by Freeman Motors) has not been completed. I am told by people who are in business at the intersection that, on average, two accidents occur there each day. Will the Minister representing the Minister of Roads ask his colleague to expedite the acquisition of the necessary property for the re-formation of this intersection for its control by traffic lights?

The Hon. G. G. PEARSON: Yes.

#### WATERVALE WATER SUPPLY.

Mr. FREEBAIRN: Will the Premier, representing the Minister of Mines, ask his colleague when Mines Department officers will commence boring at Watervale at the new site on the south-west of the town in connection with the township's water supply?

The Hon. Sir THOMAS PLAYFORD: Yes, I hope I shall be able to get a report on that matter by tomorrow.

#### ROAD FINANCE.

Mr. COUMBE: Last February I asked the Premier a question regarding the Commonwealth-State Roads Aid Agreement, on which he was then about to attend a Premiers' Conference dealing with its continuance until 1969. At that time I made a special plea that consideration be given to the extra work being laid on the shoulders of metropolitan councils, because of the great influx of road traffic into and passing through their areas requiring them, instead of maintaining only local roads as in the past, to completely remake many of the main roads running through their districts. The Premier said he would ask the Commonwealth Government whether it would grant an extra allocation to assist certain metropolitan councils. Was that done and, if it was, what was the result? Further, will the Premier continue, whenever possible, to make a special plea to relieve the burden now being carried by certain metropolitan councils?

The Hon. Sir THOMAS PLAYFORD: The Government is conscious of the problem of expanding traffic in the metropolitan area, as well as of increased road requirements in the country. At the conference to which the

honourable member referred, a request was made by Lord Mayors of the respective capitals of Australia that a special allocation be made available only to metropolitan councils. The original legislation provided for a special allocation available only for rural areas. I believe it was 15 per cent of the total allocation which had to be spent on roads in those areas. The request was debated for a considerable time but the conference decided against it. It was pointed out that, while only 15 per cent was earmarked for rural areas, 85 per cent was still under the complete control of the State Parliaments, which could take whatever action they considered necessary in this matter. If the honourable member looks at the sums being made available for roadworks in the metropolitan area at present he will see that they have increased substantially. Many major works have been undertaken in the metropolitan area as a direct result of the road problem that exists. No provision was made in the new Act for a special allocation.

#### ANDAMOOKA HOSPITAL.

Mr. LOVEDAY: Last week I referred to the difficulty of a contractor taking hospital material to Andamooka. The Minister of Works assured me that everything possible would be done to enable the loads to get through so that the contractor could proceed with the work. I have had further communications from the contractor today to the effect that he has examined the track but is still unable to get through. On contacting the Engineering and Water Supply Department gang at Andamooka, he was unable to obtain an assurance that anything further could be done. He gave me to understand that only two of the 30-odd deviations had had any work done on them recently and that it was impossible to get a load of material through. He added that, unless something were done soon, it might not be possible to proceed with the hospital until after Christmas; indeed, until after the hot weather. Will the Minister of Works again investigate this matter to see whether something can be done to enable the contractor to get his material through?

The Hon. G. G. PEARSON: If my memory is correct, I did get a report on this last week, and I think the honourable member saw it. I presume that it is to that report the honourable member referred when he said that I assured him that everything that could be done would be done. I am rather surprised to

hear the honourable member's further question, because I think he will agree that the road-building staff which we have in the north is an extremely helpful, reliable, and conscientious group of people, and his comments would lend some cause for me to doubt that they have not done as much as they possibly could have done. However, I am quite happy to have the matter investigated again. I do not know what sort of load or what sort of vehicle the contractor proposes to use. Perhaps he does not have the best type of vehicles for outback work, and this may require a better road surface than otherwise would be the case. I am happy to do whatever can be done, and I will direct the honourable member's remarks to the Engineer-in-Chief towards that end. I regret very much that the honourable member has felt obliged to report to the House that something has been left undone which possibly could have been done.

#### PARA HILLS SPEEDING.

Mr. HALL: A constituent of mine who lives at Bridge Road, Para Hills, has complained to me that cars travelling along Bridge Road are doing so at a far greater speed than is legally permitted, the legal speed being 35 miles an hour as in all built-up areas. He maintains that the danger to pedestrians is exceptional, because at present in this area footpaths are not yet established and pedestrians in wet weather must walk upon the road. Will the Minister of Works approach his colleague, the Minister of Roads, with a view to having more signs erected along Bridge Road to indicate that there is a speed limit of 35 miles an hour? Further, will he ask his colleague to see whether, in the interests of pedestrians, a police check can be made in this area to ascertain whether speeding is prevalent? If it is prevalent, could action be taken to discourage it?

The Hon. G. G. PEARSON: The question concerns partly the Minister of Roads and partly the Chief Secretary. I will bring the honourable member's question to the notice of both my colleagues for their consideration.

#### GAUGE STANDARDIZATION.

Mr. McKEE: Two or three weeks ago, in reply to a question I asked regarding gauge standardization at Port Pirie, the Premier promised to obtain a reply at his earliest convenience. Has he any information to give the House on this matter?

The Hon. Sir THOMAS PLAYFORD: If my memory is correct, the honourable member wished particularly some information about

the layout of the station and railway yards at Port Pirie. I point out that this whole project is being undertaken under the standardization agreement, which means that we have to get Commonwealth concurrence concerning all of the projects, even to the spending of the money. Therefore, of necessity some time will elapse before some of the detailed information of the work will be available. I will let the honourable member have the information as soon as it is to hand; if it comes in after the House rises this week, I shall see that it is posted on to him.

#### WEST COAST ROADS.

**Mr. BOCKELBERG:** Has the Minister of Works a reply to a question I asked last week regarding sealing of streets in various towns on Eyre Peninsula?

**The Hon. G. G. PEARSON:** My colleague, the Minister of Roads, reports that the position concerning the towns to which the honourable member referred is as follows:

**Port Kenny:** The main street will be sealed in conjunction with the reconstruction of Flinders Highway, and it is not proposed to make it a special project because of the expense involved.

**Yeelanna:** The main street has already been sealed.

**Poochera:** The Eyre Highway by-passes the main street, which, however, will probably be sealed during the next financial year.

**Warrambo:** Will be sealed in conjunction with the reconstruction of the Edillilie-Kyancutta main road.

**Wirrulla:** It is expected that the main street will be sealed during the next financial year.

**Penong:** Additional sealing in the streets of Penong is not listed for early work.

#### TRAFFIC LIGHTS.

**Mr. LANGLEY:** Has the Minister of Works, representing the Minister of Roads, a reply to the question I asked recently concerning the installation of pedestrian traffic lights on the southern side of the Goodwood Road subway?

**The Hon. G. G. PEARSON:** My colleague, the Minister of Roads, informs me that the matter of pedestrian protection at the Goodwood Road subway has been investigated by the Road Traffic Board and its recommendations were forwarded to the Unley council on August 17. The recommendations contained the installation of median islands, safety bars and the fencing of footpaths to prevent pedestrians from crossing in the danger area near the subway. The board's report stated that an examination of pedestrian and vehicle counts, accident and the physical layout of

the area did not reveal a warrant for the installation of a pedestrian crossing. In fact, because of the restricted sight distance for motorists exiting from the subway, it was contended that the installation of a crossing could lead to increased hazards.

The provision of traffic lights at this location is therefore not under consideration at this stage, and action is being undertaken by the council to implement the above recommendations. It is pointed out that the recent Government approval for the Highways and Local Government Department to contribute up to 75 per cent of the cost of traffic lights does not include contributions towards pedestrian crossing installations, which were considered to be the sole responsibility of local authorities.

#### FRUIT CASES.

**Mr. BYWATERS:** Last week the Premier, in reply to a question relating to the prices of shooks for making cases for citrus fruit, tomatoes and cucumbers, replied that second-grade material was very scarce and that only first-grade material was available. I was told over the weekend that even first-grade case material was becoming hard to get. Will the Minister of Forests ask the Conservator of Forests to ascertain the position regarding the supply of shooks for the fruit industry?

**The Hon. D. N. BROOKMAN:** Yes.

#### KEILIRA PRIMARY SCHOOL.

**Mr. CORCORAN:** Will the Minister of Works ascertain whether the Public Buildings Department has yet called tenders for the construction of toilets at the Keilira Primary School, and, if it has, when work is likely to commence?

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

#### PARA HILLS FIRE.

**Mr. HALL:** Yesterday a serious fire occurred at Para Hills, severely damaging a home. I am told that a telephone inquiry was first made for fire brigade assistance at 8 a.m., and that, through a mix-up because the initial caller did not call the Salisbury exchange and also because when Adelaide was called it took a long time for this call to be properly placed through to Salisbury, the call did not achieve its aim but that another call routed through Elizabeth eventually alerted the Salisbury Emergency Fire Service. Therefore, although the first inquiry was made at 8 a.m., the siren did not sound at Salisbury until

8.27 a.m. Obviously, although the E.F.S. unit reacted quickly and efficiently and made its way to the fire at Para Hills, its assistance was no longer required when it got there. Even without this delay, the fact that the unit must travel from Salisbury to Para Hills does not give Para Hills sufficient fire protection. I have spoken to several residents this month and they believe that it would be easy to form a voluntary emergency fire service at Para Hills. If the council were in favour and would contribute to an emergency fire service, would the Premier sympathetically consider a request for a subsidy to help establish the unit?

The Hon. Sir THOMAS PLAYFORD: Only yesterday a special application came from the Minister of Agriculture concerning a rather large subsidy for an emergency fire service unit for Salisbury, and it was approved by Cabinet. This was by far the largest sum ever provided for any district and it exceeded the line on the Estimates. I agree with the honourable member that the fire arrangements provided in the district are, at present, unsatisfactory. Elizabeth is under the official Fire Brigades Board, whereas Salisbury is not. I point out to the honourable member that, although Cabinet approved a special subsidy from the Treasury of, I think, £12,000, the position is unsatisfactory. I believe that Salisbury and Elizabeth should both come within the scope of the official Fire Brigades Board. The large industries in the area have a right to expect something more than the emergency services available. The largest rubber mills in Australia will be established near the honourable member's district. The answer to the honourable member's question is that the Government has approved a subsidy of £12,000 for a make-shift arrangement, but it would be much happier to take a larger responsibility and have an official unit properly established in the centre of the area to serve Salisbury, Para Hills and Elizabeth. Such an official unit is the proper procedure for the area.

#### PORT AUGUSTA GAOL.

Mr. RICHES: Will the Minister of Works obtain a report on the progress work at the Port Augusta Gaol and can he say when tenders are expected to be called for construction?

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

#### WOOL LEVIES.

Mr. SHANNON: My question relates to the Commonwealth legislation dealing with the wool levy. As a result of High Court action by

certain growers in New South Wales the position has arisen that this matter is, at present, *sub judice*. Consequently, under the legislation that provides for the wool brokers to collect a levy from their clients, the wool-growers, and pass it on for distribution to the various sections that are to operate the wool promotion scheme, no satisfactory statement can be obtained from either the Minister for Primary Industry (Mr. Adermann) or from the Commonwealth Taxation Department whether or not such moneys will be refunded to the—

The SPEAKER: Order! The honourable member's question is out of order.

#### HOUSING.

Mr. RICHES: Has the Premier information concerning the operation of the scheme under which the Housing Trust was to make houses available on a deposit of £50? I am anxious to know whether that scheme is still operating and whether it is to be extended to the country?

The Hon. Sir THOMAS PLAYFORD: The scheme is still in operation. I will ascertain where the scheme is operating. I presume that Port Augusta is the town the honourable member has in mind.

#### MUSEUM.

Mr. DUNSTAN (on notice):

1. Who were the tenderers for the work on the new museum building?
2. What were the amounts of their tenders?
3. Who was the successful tenderer?
4. What was the amount for which the contract was originally let to him?
5. What was the date of the contract?

The Hon. G. G. PEARSON: The replies are:

1. Tenders have not been called for a new museum building. The position at present is that preliminary work has been carried out up to the sketch plan stage, but the Director, Public Buildings Department, states that it will be some considerable time before tenders can be called.

2. to 5. *Vide* No. 1.

Concerning the library building, the lowest tenderer asked to withdraw his tender owing to a mistake and the next lowest tenderer has requested permission to alter the method of construction also claiming that a mistake was made by him in tendering. The whole matter is under consideration by the Director of Public Buildings in conjunction with the Auditor-General.

## PRICES.

Mr. MILLHOUSE (on notice):

1. How many orders have been made pursuant to paragraph 4 of Prices Order No. 792 (meat pies and pasties)?

2. To whom have such orders been given?

The Hon. Sir THOMAS PLAYFORD: The replies are:

1. One.

2. A caterer operating at weekends.

## MILK.

Mr. MILLHOUSE (on notice): Why were the regulations fixing the price of milk, made pursuant to the Metropolitan Milk Supply Act, on August 12, 1964, and published in the *Government Gazette* on August 20, 1964, not laid upon the table of either House?

The Hon. D. N. BROOKMAN: The regulations have been laid on the table of the House today. It was not considered that these regulations were required to be tabled. They will be tabled in future.

LAND SETTLEMENT COMMITTEE  
REPORT.

The SPEAKER laid on the table the report by the Parliamentary Committee on Land Settlement on South-Eastern Drainage and Development (Eastern Division).

Ordered that report be printed.

## PUBLIC WORKS COMMITTEE REPORTS.

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

Cambrai to Sedan Railway Line,  
Reconstruction of Smelters Wharf, Port  
Pirie (final report),

Urrbrae Agricultural High School Additions,

Women's Rehabilitation Centre, Northfield.

Ordered that reports be printed.

BOOK PURCHASERS PROTECTION ACT  
AMENDMENT BILL.

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

ROAD TRAFFIC ACT AMENDMENT BILL  
(GENERAL).

The Legislative Council intimated that it had agreed to the House of Assembly's amendment and that it had consequentially amended the Bill.

## LOTTERY AND GAMING ACT AMENDMENT BILL.

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of the commission referred to in the Bill as might be required for the purposes therein mentioned.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Lottery and Gaming Act, 1936-1963.

Motion carried.

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

The Hon. Sir THOMAS PLAYFORD: I move:

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

The racing clubs have submitted to the Government over a period a request for a redistribution of revenue from turnover tax and for a more adequate turnover tax to be established in South Australia. The clubs have pointed out that they receive no revenue from turnover tax at all from races in other States, and I have had a careful examination made of this matter. I should like, at the outset, to read a table that sets out the relative positions concerning racing clubs in this State and in other States.

In New South Wales the turnover tax of bookmakers is 1 per cent, which is all paid to the Government, but provision is made for the racing clubs to levy a turnover tax in addition to the tax levied by the Government. The two principal clubs in the city levy a turnover tax of 1 per cent and other clubs levy  $\frac{1}{2}$  per cent in addition to the Government's tax. The State receives 50 per cent of the metropolitan clubs' levy and 20 per cent of other clubs', in addition to its own tax. Bookmakers at metropolitan clubs pay 2 per cent and at country clubs they pay  $1\frac{1}{2}$  per cent, and the State receives its portion, the other levies being divided between the racing clubs. In Victoria, in the metropolitan area bookmakers pay a turnover tax of 2 per cent and, of that, 87 $\frac{1}{2}$  per cent goes to the State and 12 $\frac{1}{2}$  per cent to the clubs. In country areas, the turnover tax is  $1\frac{1}{2}$  per cent with 83 $\frac{1}{2}$  per cent going to the State and 16 $\frac{1}{2}$  per cent to the clubs. In Queensland, the turnover tax on-course is  $1\frac{1}{2}$  per cent, 80 per cent of which goes to the State and 20 per cent to the clubs. Off-course

bookmakers pay 2½ per cent, of which 80 per cent goes to the State and 20 per cent to the clubs.

In South Australia, on-course bookmakers pay 1 per cent. On interstate races the State Government gets the total sum and on local races the tax goes to the clubs. At licensed premises off the course (and that applies to Port Pirie), the turnover tax is 2 per cent and, of that, £5,000 is distributed amongst country clubs and the remainder goes to the State. In Western Australia, on-course the turnover is 1¼ per cent to 1½ per cent and the State gets 40 per cent and the clubs get 60 per cent. All courses are not the same. Off-course the tax ranges from 2¼ per cent to 3½ per cent, and this all goes to the State. In Tasmania the tax is 2½ per cent on-course, which all goes to the clubs. Off-course, it is 2½ per cent, and this all goes to the clubs. The State Government receives 2 per cent in respect of off-course betting on races in other States. If honourable members study these figures two things will become apparent to them: The first is that the bookmakers in South Australia are by far the lowest taxed on turnover in Australia. The 1 per cent tax imposed in South Australia in respect of on-course betting is equivalent to only about half of what bookmakers pay in other States. In other States bookmakers have to compete with other forms of betting. When the New

South Wales Government was recently considering T.A.B. plans I understand the bookmakers in that State said they would be prepared to raise their revenue to £5,000,000 to prevent it from being established. There is no claim whatsoever by bookmakers in this State that they are being overtaxed, because they know that they have only to compare taxes in the other States. Honourable members will see from this list that in some instances bookmakers here are paying only a third of what is being paid by bookmakers in other States.

Secondly, the sums that we refund to the racing clubs in South Australia are not seriously out of line with what is being provided in the other States. In fact, we are much more liberal in respect of the winnings tax than the other States are. The whole of the turnover tax in this State on South Australian betting is being returned to the clubs, and this schedule indicates that South Australia is not ungenerous towards the racing clubs.

The SPEAKER: I think the Premier should have leave to have the schedule inserted in *Hansard*.

The Hon. Sir THOMAS PLAYFORD: Yes, Mr. Speaker. I ask that it be inserted in *Hansard* so that it will be much more easily considered by honourable members.

Leave granted.

*Bookmakers' Turnover Taxes (vide Grants Commission Reports).*

State.	Rates of Tax.	How Shared.
New South Wales ..	1 per cent (plus 1 per cent levy by two large clubs and ½ per cent by others)	All to State (plus 50 per cent of metropolitan club levies and 20 per cent of others)
Victoria .. . . .	2 per cent metropolitan 1½ per cent elsewhere	87½ per cent to State. 12½ per cent to clubs 83½ per cent to State. 16½ per cent to clubs
Queensland .. . . .	1½ per cent on-course 2½ per cent off-course	80 per cent to State. 20 per cent to clubs 80 per cent to State. 20 per cent to clubs (being replaced by T.A.B.)
South Australia .. .	1 per cent on-course . 2 per cent licensed premises	On interstate races to State. On local races to clubs. £5,000 to country clubs. Remainder to State
Western Australia ..	1¼-1½ per cent on-course 2¼-3½ per cent off-course	40 per cent to State. 60 per cent to clubs All to State (betting shops being converted to T.A.B.)
Tasmania . . . . .	2½ per cent on-course 2½ per cent off-course on Tasmanian races 2 per cent off-course on interstate races	All to clubs All to clubs All to State

The Hon. Sir THOMAS PLAYFORD: The desire by South Australian racing clubs for more revenue is something on which I think

every honourable member will have individual thoughts. Feature races in South Australia at present do us little credit.

Mr. Fred Walsh: That applies to the others, too.

The Hon. Sir THOMAS PLAYFORD: Between the Port Cup and the Doomben Cup a big disparity exists; indeed, it has existed for many years, yet stake money on secondary races in South Australia is more than the sum paid for corresponding races in, say, Queensland. However, the feature races receive infinitely less, and, as a consequence, I believe we are losing out on our feature races. When I communicated with the racing clubs on this matter I informed them that the Government would introduce legislation to increase the turnover tax from 1 per cent to 1½ per cent for on-course bets, which would not affect Port Pirie. I also indicated that the increases should be shared equally by the Government and the racing clubs, but I emphasized that they should be made available for feature races. A reasonable computation of the increase from 1 to 1½ per cent tax would be £136,000. That would result in about £68,000 additional revenue to the racing and trotting clubs. (I point out that wherever I have mentioned the racing clubs I have also included the trotting clubs.) This would be distributed on the same formula as it was previously, with the result that the metropolitan clubs would get about £45,000 additional revenue, the country clubs about £9,500, the metropolitan trotting clubs about £8,500, and the country trotting clubs about £5,000. I know that this money could not be used by country clubs for feature races. The request I have made to the racing authorities, that the money be used for feature races, applied only to metropolitan racing and trotting clubs and not to country clubs, which would be able to use the additional revenue as they wished, except that I said I believed that it was advantageous to them, if they could, to use the money in improving their stakes, thereby improving the standard of country racing generally. During my discussions with the racing clubs I have not suggested anything that could be regarded as being at all restrictive on the country clubs. Incidentally, if they increase their stakes they automatically increase the sum that they will earn under the scheme because they will increase their revenue. I consider that it is absolutely essential that our feature races in this State be brought up to a standard comparable with other States as regards stake money, for I am sure that that would have the effect of encouraging to this State some of the good quality horses and would undoubtedly

completely alter the status of a number of our meetings in South Australia.

The racing clubs have signified their agreement with my general proposal, although we have not yet worked out precisely the disposition of the money for the feature races. I may have these details for the House tomorrow. Actually, they would have been available today but for the very regrettable death of the Secretary of the South Australian Jockey Club, who was personally handling this matter with the racing clubs on the Government's behalf. His untimely death has held up negotiations and, consequently, the sum that will be allocated to the feature races has not yet been precisely determined. The racing clubs have concurred in writing with my views regarding the necessity of improving feature races in this State.

Summarized, Mr. Speaker, it means that the legislation will not bring the turnover tax paid by bookmakers anywhere near the Australian average. Whereas the present proposal is for a tax of 1½ per cent, the Australian average is much higher, probably a little more than 2 per cent. At present bookmakers in South Australia are operating under good conditions. The balance sheets they provide from time to time do not necessarily include their betting activities on racing in other States, which are considerable. This measure will provide for the racing clubs revenues that will undoubtedly enable them to provide good stakes for the feature races in this State, and in fact will enable them to raise their stakes to a level of those operating in Queensland, for example. I am certain that it will enable the racing clubs here to have not only more local patronage but more patronage from racing people in the other States. Finally, I believe it will afford much needed assistance to country racing clubs as it will enable them to establish their racing on a much sounder basis.

Mr. FRANK WALSH secured the adjournment of the debate.

STATUTES AMENDMENT (ORIENTAL FRUIT MOTH CONTROL, RED SCALE CONTROL AND SAN JOSE SCALE CONTROL) BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Oriental Fruit Moth Control Act, 1962, the Red Scale Control Act, 1962, and the San José Scale Control Act, 1962.

Motion carried.

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

The Hon. D. N. BROOKMAN: I move:

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

It is designed to strengthen the provisions of the three Acts recently passed to provide for committees to control and eradicate the diseases of oriental fruit moth, red scale and San José scale. The Bill makes only certain necessary amendments to the three Acts, pending further consideration of other desirable amendments which are not considered urgent. Certain of the committees have encountered difficulties in giving effect to their programmes for pest control and the purpose of the Bill is therefore to confer greater powers on the three types of committee.

The Bill is divided into Parts. Part I is of a formal nature. Part II makes three principal amendments to the Oriental Fruit Moth Control Act. Clause 3 inserts new section 9a in the principal Act to give oriental fruit moth committees power to issue notices requiring certain measures for the eradication of oriental fruit moth. Under subsection (2) of the new section any such notice may require an occupier of land on which the disease is found or is likely to occur to bait, spray, prune or otherwise treat his trees, vines, and the like with specified materials and by specified methods, the materials and methods having been approved by the Director of Agriculture. Upon failure to comply with the notice the occupier will be liable to a penalty not exceeding £100 (subsection (3) and section 14 of the principal Act) and, by virtue of subsections (4), (5) and (6), the Minister may authorize the committee to take certain measures for the eradication of the disease, including the destruction of the occupier's trees, vines and the like. Subsection (7) provides for the recovery of expenses so incurred by the committee, and subsection (8) is a machinery provision. Subsection (9) extends the provisions of the section to the owner of land in a case where it is unoccupied.

Clause 4 adds a new subsection to section 10 of the principal Act relating to the committee's power to require growers to make contributions to the committee towards the general costs of the administration of the principal Act. Such contributions are levied according to the number of host trees in a grower's orchard. However, there is no power in the principal Act to require growers to state the number of trees in their orchards.

The new subsection provides that, upon receiving notice in writing so to do, an owner or keeper of an orchard must furnish to the committee a statement of the number of host trees in his orchard and the ages of those trees. This will facilitate the determination of the amount he is liable to pay to the committee. Clause 5 adds a new subsection to section 15 of the principal Act to enable committees to prosecute for offences against the principal Act and to receive any fines imposed. Clause 6 and the schedule make two minor amendments of a drafting nature to the principal Act. Parts III and IV make identical amendments to the Red Scale Control Act and the San José Scale Control Act respectively. The three Acts, which are similar, were passed in 1962 and, on the whole, they have worked well. However, this is new legislation and no pattern existed on which the Acts could readily be based, and they are necessarily somewhat experimental in form. The amendments in the Bill appear necessary to give the committees power to do their jobs properly but, at the same time, it could rightly be said that the committees have operated well up to the present. They have been brought in, as provided in the original Act, with the approval of the growers and have the support of the growers. I believe the Acts have proved to be useful legislation that safeguards the position in fruit areas from these all serious diseases. With the amendments in the present Bill, I believe that the Acts will be effective and I expect that members generally will support the Bill.

Mr. CURREN secured the adjournment of the debate.

#### PORT PIRIE TO COCKBURN RAILWAY DEVIATION BILL.

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of money as might be required for the purposes mentioned in the Bill.

Adjourned debate on second reading.

(Continued from October 15. Page 1476.)

Mr. CASEY (Frome): I have much pleasure in supporting the Bill, which provides for authorization to be given to the Railways Commissioner to carry out the necessary deviations in the line between Cockburn and Port Pirie. All members know what a wonderful asset this line will soon be to South Australia. In the past it has been unfortunate that the State's main gauge of 5ft. 3in. has had to



join in many places a 3ft. 6in. gauge, because this has meant a changing over from one gauge to another. That is why this line will make it much more economical for the State Government and the Railways Commissioner, who is responsible for running the South Australian Railways, to transport goods from the Eastern States eventually to Western Australia. The agreement between the State and the Commonwealth provides not only for the standardization of the line between Cockburn and Port Pirie but also for standardization of a small section between Peterborough and Terowie. Under the agreement this line will be converted from its present 3ft. 6in. gauge to 5ft. 3in. to link it up with the existing 5ft. 3in. gauge from Terowie to Adelaide.

We are now at a stage when the overall picture of rail gauges in the north of the State should be considered, and I am rather disappointed that no agreement was made with the Commonwealth whereby the standardization of the line between Port Pirie and Adelaide could have been incorporated in the Bill. At present, the gauge from Port Pirie to Adelaide is 5ft. 3in. and this is rather detrimental to Adelaide, where most of the State's secondary industries are concentrated. Part of the products of the motor car industry go to Western Australia and it would have been a wonderful asset to the State if an agreement could have been reached with the Commonwealth to convert the line from Port Pirie to Adelaide to a 4ft. 8½in. gauge. Difficult problems exist in the railway network in the north of the State. Last week I asked the Premier a question on this matter. Half of his answer was to the point, but in the latter part he went off on a tangent. This is something we must consider for the future development of South Australia. With a 4ft. 8½in. gauge from Port Pirie to Adelaide goods will have to be transhipped from one gauge to another, particularly goods for Kadina and Wallaroo. It would have been better at this juncture to have considered the overall picture of the railway network north of Adelaide and convert all the lines to 4ft. 8½in. That may seem a sweeping statement but, when I refer to the lines north of Adelaide, I do not include the line from Riverton to Spalding and the line from Peterborough to Quorn. The railway gauge will be standardized from Cockburn to Port Pirie, and this legislation authorizes the deviations. This is the time to consider the overall picture of the Northern Division network. It would not be difficult to make these changes. The

expenditure would not be as great to convert the present lines north of Adelaide from 5ft. 3in. to 4ft. 8½in. gauge as it would be to lay a new track from Adelaide to Port Pirie. I have considered the economics of this.

The ACTING SPEAKER (Hon. B. H. Teusner): The honourable member should not debate that question at present: he should adhere to the Bill.

Mr. CASEY: I refer to it in passing because it is important. It ties up with the northern railway network that eventually links up with the existing track between Cockburn and Port Pirie. Members will notice references to Pichirichi and to section 216, hundred of Yongala. Section 216, hundred of Yongala, is known today as the town of Peterborough, and the hundred of Pichirichi includes the area of Quorn. Members reading the Bill may be at a loss as to what the words "section 216 hundred of Yongala" and "Pichirichi" refer to.

I am pleased to support this Bill. We have been waiting for such legislation to be introduced for a long period. I was in the North-East of the State at the weekend and saw some of the construction work, and I assure members that it is progressing satisfactorily. It should not be long before we see a definite step in the right direction concerning the railway deviations between Cockburn and Port Pirie.

Mr. HEASLIP (Rocky River): I support the Bill, but, frankly, I do not understand some of it. Clause 4 confers the necessary authority on the Railways Commissioner to make alterations and deviations, with the proviso that before making such alterations or deviations he shall deposit plans with the Surveyor-General at Adelaide. I understand that the survey has almost been completed from Cockburn to Peterborough, but the survey from Peterborough to Port Pirie has only recently been started. We do not know what deviations will be made but we are considering a Bill giving power to make these deviations.

Mr. Coumbe: You are not opposed to the Bill, are you?

Mr. HEASLIP: No, I support it because I realize it will be of great value to the State. At Gladstone a deviation has not been finalized but surveys have been made. The Railways Commissioner thanked me for the information I gave him from the local people. They maintain that, if the deviation is made, water coming down the Rocky River will bank up and inundate large areas. I do not know whether that deviation will be made or not, but we

are giving power to make it irrespective of possible damage to land in that area. That survey should be completed and we should be able to see where the deviations are located before passing this Bill. The proposed alterations should be made clear before we give authority to make them. In his second reading explanation the Premier said:

Members may ask why the specific deviations are not referred to in the Bill.

That is what I am asking. The Premier continued:

The answer is that some surveying is to be completed before the plans can be set out.

Why are we passing the Bill before the plans are set out and before we know what we are doing? In effect, we are writing a blank cheque. The broadening of the gauge from Peterborough to Terowie is part of the plan. We already have a broad gauge from Gladstone to Adelaide that would serve the same purpose as the one from Terowie to Adelaide would. Gladstone is situated directly between Peterborough and Port Pirie, and New South Wales freight could come to Gladstone and thence to Adelaide without the need for this Bill, once the broadening were carried out on the Port Pirie to Cockburn line. This would apply also to freight coming from Western Australia to Adelaide. However, we are to broaden the gauge from Terowie to Peterborough on the basis that it will probably facilitate cartage of freight coming from New South Wales and other Eastern States, and that it will shorten the route to Adelaide. Much could result from the passing of this Bill that would be undesirable. However, believing that the Bill is necessary, I support the second reading.

Mr. SHANNON (Onkaparinga): I rise to support the Bill and to point out briefly that one of the disabilities facing the South Australian Railways from time immemorial has been through pressure from vested interests to send lines here and there in order to serve local interests. It is important to South Australia that interstate trading, particularly with Sydney and Brisbane, be unhampered. We are fairly well served at the moment by the 5ft. 3in. gauge between Adelaide and Melbourne, but this Bill would standardize the gauge between Adelaide, Sydney and Brisbane. Obviously the major portion of our trade will be with the massed populations on our eastern seaboard. I appreciate the suggestion that a standardized line through Terowie and Peterborough would mean traffic bound from Adelaide to Western Australia travelling a greater

distance. Whether or not other lines between Adelaide and the Peterborough Division will be standardized remains to be seen, but at this stage we are concerned with an agreement with the Commonwealth (which, incidentally, is to meet the major share of the cost involved).

When evidence was tendered to the Public Works Committee in relation to standardizing the gauge between Port Pirie and Cockburn a difference of opinion existed between the various witnesses. The Commonwealth Railways Commissioner had fixed views on the standardized line following the present route, but that opinion was not supported by other evidence. It was thought undesirable to take the line over the rise at Belalie North and to continue the existing route, because it would be too expensive in the long run. The committee's report referred to another small deviation, closer to the New South Wales border, which seemed to provide the best grades for the heavier traffic that it might be able to carry. This would have led to a reduction in freight rates in respect of the Broken Hill mines and the Port Pirie smelters. The committee was well aware that the mining interests in Broken Hill had already established certain treatment works at Cockle Creek in New South Wales and members were concerned lest those works be expanded to take larger volumes of our raw material for treatment. We were also concerned at maintaining South Australia's interest in the smelting works at Port Pirie. In fairness to the member for Rocky River, he was not a member of the committee at that time, but the committee was impressed by the importance of providing the most efficient service possible for Port Pirie interests between the source of the material at Broken Hill and the smelters at Port Pirie.

The Bill may appear to be authorizing a blank cheque, as the member for Rocky River suggests, but it is not as bad as that. First, we are dealing with the standardization of the old 3ft. 6in. gauge to 4ft. 8½in. between the New South Wales border and Port Pirie. The Commonwealth Government cannot be denied the right to put its view here, as it will provide most of the money for this project. I believe that what will be decided finally concerning the route that should be adopted for standardization between Cockburn and Port Pirie will be in the best interests of South Australia, and therefore the Public Works Committee had no qualms about its recommendation on the standardization of this section of our railways.

I must admit that a variety of views are held by various people regarding the link between Adelaide and the new standardized line to Cockburn. I think that some of those views result from people's own particular situations. For instance, some people in our Mid North have their own views as to where that standardization should take place. My approach to that problem is that we should look upon our eastern markets as of prime importance. If we can cut a few miles off the route from Adelaide to Sydney and Brisbane, I think that over a period that is very important to the economy of South Australia, and I think we must not lightly discard that course. If we decide finally that Terowie-Peterborough is the route that should be adopted, this will have certain advantages that I will point out to the member for Rocky River (Mr. Heaslip), who perhaps knows this terrain even better than I do. We have at Peterborough a well established railway workshop which conceivably could be of some advantage. Although in these days centralization seems to be the order of the day in most instances (unfortunately, I have to admit it, although I do not like it), I think that here we might have an opportunity of decentralizing some of the railway works which can be done at Peterborough to service this new line for the Eastern States and thereby save having to take all of them through to Islington and back again. That appears to me to be an appropriate approach to the problem.

Mr. Heaslip: The Railways Department is doing that now.

Mr. SHANNON: Not as fully as I think it could and as I think it should do. I think that if we plan the future of our railways as we should plan it we should look on Peterborough as an obvious place for doing much of the servicing and construction work. It may be necessary to spend money at Peterborough to improve the workshop equipment there, but I think it will be money well spent in the overall picture. I am convinced that in the overall picture, as it was presented to the committee when this project was before it, there is a clear disclosure that South Australia's really strong interests in this matter are with our markets in the east, where the big population resides. We do not have such a call to the west. Although there will be a call (and I hope an increasing one) there, I think it will be many years before we have anything like as weighty a call for materials to proceed to the west. The big demand and the big population is in Sydney and Brisbane, and those are the places we can look to for our markets.

For these reasons, I support the measure, feeling confident that the people concerned with deciding the final route are better left alone rather than that we should try to use some local interests to deviate the line here or there or to run from Adelaide through Crystal Brook rather than through Terowie, or through Gladstone rather than through Crystal Brook. I have no doubt that some interests will have something to say about the virtues of each of these suggestions. My own view is that this Bill clearly indicates to our Railways Commissioner that we want the most economic route to be adopted and that we do not want vested interests or small local interests to affect the final decision as to where the routes will be and where the railways will be standardized. I believe that some of the greatest mistakes in South Australia's railway development have been caused by small vested interests asking us to do this and that regarding routes, resulting in some circuitous railway connections that are not in the best interests of the railways or of the State. In these days road transport is readily available to link up with the railways. If railways are to be made to pay, the department must be given every facility to operate its lines on the most economic routes. I believe that is what will happen under this Bill, hence I have little fear that we will suffer anything or that we will have anything to worry about as a result of its passage.

Bill read a second time and taken through its remaining stages.

#### LICENSING ACT AMENDMENT BILL.

Second reading.

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

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

Its object is to validate certain storekeepers' licences which, for a number of years have been issued to companies not incorporated under State law, although registered in the State as foreign companies. Section 85 of the principal Act provides among other things that a company incorporated under State law may hold any licence other than a publican's licence. In point of fact three companies, namely Penfolds Wines Proprietary Limited, Gollin & Company Limited, and the Distillers Agency Limited, have all held and operated under storekeepers' licences for over 30 years. It has been brought to the notice of the Government that, since these companies are not incorporated under laws of the State, the renewal of their existing licences might

be open to objection. Penfolds Wines is incorporated under the laws of New South Wales, Gollin & Company under Victorian law, and the Distillers Agency in Great Britain. All three companies are of course registered as foreign companies in accordance with the Companies Act of this State.

It is considered necessary and desirable to place the legal position of these companies beyond doubt and accordingly this Bill provides that any licence other than a publican's licence, granted or issued before November, 1932, to a company incorporated in the United Kingdom or Australia, but registered as a foreign company in this State, is to be deemed to be and to have been a valid licence if the only ground of objection to its validity could be that it was issued to a company not incorporated under State law. Clause 3 accordingly inserts a new subsection into section 85 of the principal Act so to provide. I believe that all honourable members will appreciate the reason for the Bill which does no more than validate a past practice and ensure that the three companies to which I have referred may lawfully continue to carry on business which they have been carrying on for a number of years.

Mr. FRED WALSH (West Torrens): I support the Bill. It is surprising that it has not been brought forward before, but one can understand why these matters are overlooked. Protection is provided in the Bill to the effect that no company that is not incorporated in the State can obtain a storekeeper's licence. The case of the three firms mentioned by the Minister is well known to me. Penfolds Wines Proprietary Limited, which is as well known as the Adelaide Post Office clock, has been operating for 120 years in South Australia. The bulk of its business is done in South Australia although its headquarters is in Sydney. It would be ridiculous that this company should not be accepted as it has been. Gollin & Company Limited is a small agency that operated before 1930. I remember when the Distillers Agency Limited took over another business in South Australia and carried on as an agency for some imported lines, many interstate and local ales, and so on. I cannot think of any opposition to the Bill. It protects those firms that have been carrying on business in South Australia and protects other firms from possible encroachment by firms from other States or from overseas.

Bill read a second time and taken through its remaining stages.

## COMPANIES ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 15. Page 1484.)

Mr. McANANEY (Stirling): When I concluded my remarks on Thursday last I was stressing the fact that, despite extra responsibilities placed on directors, certain loopholes still existing might mean that a company with the wrong ideas could get into trouble. The Leader of the Opposition stated that six-monthly accounts would add to the responsibility of directors. No doubt this will happen. The Leader said:

... will increase the amount of work they have to do to keep control of each company abreast of its affairs.

Directors, however, do not engage in the administration and production so this would not increase their work. Under the present Act, secretaries do not need qualifications, but under the Bill they will have to carry out work of greater intricacy and, therefore, it is more important for them to be adequately trained. Directors are not necessarily trained accountants. To get a balanced board it is necessary to have men trained in various ways. They have to take the responsibility of signing many reports and that requires experience in accountancy. It is even more important that the secretary, the officer who provides these reports, be adequately trained. Undoubtedly a company of high standing would see that it had adequate staff, but the companies that run into trouble are those the directors of which have few qualifications and which do not see that their staff is adequately trained.

Clause 26 deals with borrowing of companies. I do not think it goes far enough. A company is required to state the terms of its borrowing in three ways: sums that are borrowed not later than two years, later than two years but not later than five years, and later than five years. This must be stated in the balance sheet, but it is still not necessary for the company to carry out a good borrowing policy. Some companies that have had difficulties did not carry out a sound financial policy. They should have purchased fixed assets or commenced a business with a certain amount of capital on a fixed borrowing or used a fixed capital, not borrowed money to be paid back on a short term. One large company that had difficulties borrowed money on three, six or 12-monthly terms and let it out from two to three years. In a time of financial stringency it could not meet the out-payments on a short

term as the money was tied up. I agree with the extension of the power making it necessary for companies to provide information to the public, as it appears that there have been loopholes in the machinery requiring attention. We do not have the necessary safeguards and, although we are putting much responsibility on good companies, there are not enough restrictions on companies that do not do the right thing.

Mr. SHANNON (Onkaparinga): I commend the Government for introducing this legislation, which is necessary because of the unhappy occurrences in the community in recent years. It is customary for a company requiring funds for expansion to borrow money on bonds of various types on the assumption that it can repay the money and not embarrass future operations. There is nothing wrong in that provided there are safeguards for people who lend money to such a company. In the past, prospectuses issued for borrowing have not set forth the company's financial position correctly. One company issued a prospectus claiming that it had a solid interest in a housing estate north of Adelaide, whereas it was a subsidiary of the company borrowing the money but was not involved in the borrowings in any way. That was dishonest, to put it politely, and the perpetrators of that crime should have been brought before a court and punished for that offence. We are proud that most people in commerce in South Australia abide by certain business principles, and give the clearest possible picture to people from whom they seek to borrow money.

We have seen industries start in a small way, mushroom, and become, apparently, large and flourishing concerns. They are not always as sound and well-based as the older established companies as they have not had time to accumulate the reserves that a company of some substance should have to tide it over a recession. It is important that a commercial undertaking should have a sound financial backing. This Bill provides the machinery to make it essential for any borrower of public funds to issue a clear statement of the financial position so that an investor may know what backing he has for the money he lends. I am worried about an amendment made in another place. The responsibility of the trustee acting for the debenture holders is not a small one and cannot be taken lightly. The trustee has the obligation of advising the debenture holder of the prospect of his getting his money back from time to time, and of telling him that his funds are intact.

The Hon. Sir Baden Pattinson: That has been taken too lightly in the past.

Mr. SHANNON: Unfortunately that is true, and that is one reason why the Government has introduced this legislation. I am giving it credit for introducing it. Certain companies that raise money by debentures or bonds are involved in a business requiring a stocktaking to be made before the trustees for the bondholders can have a complete picture of the company's position at any time. In companies carrying a wide range of stocks it is difficult for the appropriate certificate to be given. The Bill as introduced was, I understand, the result of a conference held by accountants and the Parliamentary Draftsmen of the various States. It provides that trustees automatically receive a half-yearly report from a company raising money by debenture or bond. In some countries a three-monthly statement is required in such circumstances. I cannot argue whether that is necessary, but I am prepared to accept what our experts recommend: that we should automatically have a half-yearly statement of accounts from a company that borrows funds from the public on bond or debenture. The amendment, in effect, places the onus on the trustee to demand a half-yearly balance. It might be said that this would not make much difference and that the person would get his balance. Trustees are often qualified people, such as accountants, who are paid a fee for their services. Some pressure could be brought to bear on trustees in this regard; giving a half-yearly balance would be a fairly onerous task, and he might lose his trusteeship, only to be succeeded by somebody who might be more amenable to the company's suggestion that a yearly balance was sufficient. If no fee were involved that situation would not arise but, as it is, these people have an onerous task for which they are paid according to the seriousness and extent of their duties. It could be a substantial fee in respect of a big company. I think it is unwise for Parliament to leave it to the trustee to apply for a half-yearly balance to the company that has raised the money, because in some cases six months could be a long time. Indeed, a company's financial position could deteriorate in even less than that period to such an extent that the return of money to those who lent it to the company could be jeopardized. Undoubtedly, it is for that reason that a three-monthly balance is demanded in some cases. Much was said about the stocktaking aspect in another place.

I am interested in a company that holds varied stocks, and it is important that a close watch is kept on those stocks, so that the balance sheet is completely accurate. It is customary for most companies to keep a running account of stocks, whether they be stocks in or out, and it is important that such a close record is kept. After all, many sins could be hidden in the stocks, for they would only have to be written up a little, if inflated profits were required, or written down to deflate profits after a company had enjoyed a profitable year. That is a wellknown practice in commerce and Parliament should obviously set out a definite policy to guide people who lend money to companies, in some cases without security. There may be no remaining assets, when a company winds up its business, and a first charge is not necessarily a guarantee that the public's money will be returned. It should be laid down that companies issuing bonds or debentures in return for temporary financial assistance should provide the necessary assurance, through their auditors to the trustees, that there is an adequate coverage of assets for such borrowings. I will not move to shorten the period to less than six months, although if I were to move anything at all it would be in that direction. I know that it is the custom for most auditors to accept the word of officers of a company whose duty it is to account for stocks held by that company. It would be impossible for a licensed auditor to make a physical inspection of the stocks. The officers in charge of stocks in various companies issue a certificate to the auditor stating that it is in accordance with the actual stocks held by the company, and the auditors, to the best of my knowledge, accept that certificate as accurate.

Mr. Coumbe: In a small company the secretary does it.

Mr. SHANNON: Yes, but I fear that it will be with the large companies that we shall have the trouble.

The Hon. P. H. Quirke: They could always make a spot check.

Mr. SHANNON: I should be surprised if a company were operating as efficiently as that. I do not believe for a moment that any successful company functions on that basis.

Mr. Loveday: It shows a poor recording system.

Mr. SHANNON: It discloses no recording system whatsoever, in some cases. If there is no recording system, please preserve the poor public from putting money into such a show. I think the House intends to protect the invest-

ing public. If there is no satisfactory and adequate recording system for the stocks a company is carrying, then that company should be debarred from going on the market for funds in the sense that we are considering here. I do not ask anything more than that a reasonable check be kept.

I would be the first to admit that stocks vary in value, especially with soft goods such as women's garments, which this summer may be fashionable and next summer may be out of date and have to be written down or even written off. Fashions come and fashions go. Hats are even worse than frocks. Again, the cautiously run company takes care of its out-of-fashion goods by writing these goods down to a point where the company is not going to lose any money when those stocks are realized on, and that is the proper course for a business to pursue. I think members should have a look at whether or not we should make it mandatory on a company that is going on the market for funds to provide a half-yearly balance.

\* Bill read a second time.

In Committee.

Clauses 1 to 5 passed.

Clause 6—'New sections 74, 74a-74i substituted for section 74 of principal Act.'

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

In new section 74d (2) to strike out "before or after making any such order".

New section 74d (2) empowers a trustee for debenture holders of a borrowing corporation to apply to the Minister for an order imposing certain restrictions on the borrowing corporation if the trustee is of the opinion that the assets of the corporation are insufficient or likely to become insufficient to discharge the principal debt. The same section also empowers the trustee to approach the court for an order which the court is empowered to make under subsection (4). The approach to the Minister was offered in case the trustee feels that the publicity associated with an application to the court might be detrimental to the interests of the debenture holders. The Bill as originally introduced in another place provided that, upon an application to the Minister, the Minister may make the order applied for or may, and if the borrowing corporation so requires, shall direct the trustee to make an application to the court, thus giving the borrowing corporation the right virtually to elect to have the matter dealt with by the Minister or the court. The words proposed to be omitted were inserted in another

place and have the effect of giving the borrowing corporation, after electing to have the matter dealt with by the Minister, the right to have the Minister's decision reviewed by the court. This is not the position in the other States where this legislation is in force, and the purpose of this amendment is to restore this provision of the Bill to its original form as introduced in another place and to bring the South Australian legislation into line with the legislation of the other States and with a decision of the Standing Committee of Attorneys-General.

Mr. FRANK WALSH (Leader of the Opposition): I am pleased to hear the Minister's explanation. I indicated during my remarks on the second reading that I was pleased to know that there were amendments on the file that restored the Bill almost to its original form as introduced in the Legislative Council. I said that I believed it desirable to adopt a uniform approach on this legislation, and that the amendments on the file would go a long way towards achieving this. I support the amendment.

Amendment carried.

The Hon. Sir BADEN PATTINSON: I move:

In new section 74d (5) to strike out "or any order made by the Minister under subsection (2) of this section".

This amendment is consequential on the previous amendment.

Amendment carried.

The Hon. Sir BADEN PATTINSON: I move:

In new section 74f (4) to strike out "Subject to paragraph (b) of this subsection"; to strike out paragraph (b); and in paragraph (c) to strike out "and the provisions of paragraph (b) of this subsection".

Under proposed new section 74f as originally introduced in another place the directors of a borrowing corporation and the directors of each of its guarantor corporations were required to lodge half-yearly audited accounts with the trustee for the holders of the debentures of the borrowing corporation and with the Registrar. This requirement was decided upon by the Standing Committee of Attorneys-General after very careful consideration of the factors involved, including the expense involved in furnishing audited accounts. It is felt that the considerable losses sustained by debenture holders as a result of some of the disastrous failures of certain borrowing corporations in the Eastern States could have been averted if those corporations were obliged to furnish their half-yearly audited accounts to

their respective trustees who would then have been in a position to take appropriate action to protect the interests of the debenture holders. Unfortunately, these salutary provisions were amended in another place so as to provide that they will operate and have effect only if and when and so long as the trustee for the debenture holders, for some substantial reason, requires the directors of the relevant corporations to comply with those provisions. It is felt that if the Bill were passed in this form some borrowing corporations could escape the obligation to furnish half-yearly accounts and this could react to the detriment of debenture holders. The purpose of this amendment is to restore these provisions of the Bill to their original form as introduced in another place so as to ensure that half-yearly audited accounts are required without exception from borrowing corporations and their guarantor corporations.

Amendments carried; clause as amended passed.

Clauses 7 to 14 passed.

Clauses 16 to 23 passed.

Clauses 25 and 26 passed.

Clause 15—"Appointment of investigators."

The Hon. Sir BADEN PATTINSON moved:

That clause 15 (in erased type) be inserted.

Clause inserted.

Clause 24—"Amendment of principal Act, Second Schedule."

The Hon. Sir BADEN PATTINSON moved:

That clause 24 (in erased type) be inserted.

Clause inserted.

Title passed.

Bill read a third time and passed.

#### PHYSIOTHERAPISTS ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 8. Page 1358.)

Mr. FRANK WALSH (Leader of the Opposition): I pay a tribute to the work carried out by physiotherapists as a group in this State because they relieve much suffering. My understanding of the position is that a physiotherapist, by the co-ordination of his detailed knowledge of the structure of the human body, by the application of the requisite amount of heat, and by the performance of certain massage, is able to give remarkable relief to his patients. Consequently, I believe that section 47a, enacted last year, was a reasonable approach. It read:

A registered physiotherapist shall not in the course of his practice as a physiotherapist, administer, sell or supply to, or prescribe for, any of his patients any drug for the treatment of a disease or ailment of the human body.

In some instances it has caused inconvenience to registered physiotherapists, but it has not jeopardized their livelihood. The provision in clause 4 of the Bill, however, states:

A person who is a registered physiotherapist shall not administer to any of his patients any treatment otherwise than by physiotherapy unless he is qualified and entitled to do so by or under any other Act.

This is carrying restrictions too far and I believe it could jeopardize the livelihood of physiotherapists who have been in the profession for many years. Therefore, I oppose the clause. Surely the legislation with which to control the sale of drugs is the Food and Drugs Act rather than the Physiotherapists Act. The legislation should be left in its present form in terms of section 47a, which the House passed last year.

Reverting to clause 3, which enacts a new subsection (1a) under section 39a relating to the registration of persons holding other than prescribed qualifications, I point out that the new subclause states that an applicant shall:

(a) with his application pay to the board a fee of sixteen guineas for the initial examination conducted by the board under subsection (1) of this section; and (b) if he is required to undergo a second or subsequent examination, pay to the board before each such examination a fee of five guineas therefor.

These fees seem rather severe, but the Premier, in his second reading explanation, gave us to understand that the Physiotherapists Board had approved of the fees as being reasonable to reimburse it for the costs involved. If the fees from these special examinations were not reimbursed by the applicants then the only alternative would be for the existing registered physiotherapists to bear the costs. I believe this latter proposal to be completely unjust, therefore I support the amendment which provides that a special applicant must meet the full cost caused by his application by means of a fee of £16 16s. with an original application, and a further £5 5s. if it should become necessary for any subsequent examination. I support the second reading, but I oppose clause 4.

The Hon. P. H. QUIRKE (Minister of Lands): Prior to 1947, physiotherapists were not considered to be respectable people and were numbered among the quacks. However, they did remarkably fine work and, as it was considered necessary by the medical powers that be to make them respectable, this was done by the Physiotherapists Act, 1945. Osteopaths and chiropractors were willy-nilly included under the heading of physiotherapists, but some left for overseas and others resigned

themselves to their fate although professing to know nothing about physiotherapy. Under the Bill, so long as they were prepared to accept regimentation and registration as physiotherapists, they were allowed to practice as physiotherapists although they knew nothing about physiotherapy. By 1949 things became so bad that the Physiotherapists Act was amended to exclude osteopaths from the application of the Act by providing:

This Act shall not render it unlawful for an osteopath to practise osteopathy without being registered under this Act.

An osteopath today can practise without being registered as a physiotherapist although he was included in the original Act. Act No. 26 of 1949, an Act relating to chiropractors, provided:

A person practising as a chiropractor under this Act may in connection with his practice use X-rays for the purpose only of producing shadow-photographs of the human spinal column. Notwithstanding any provisions of the Physiotherapists Act, 1945-1948, or the Medical Practitioners Act, 1919-1946, a chiropractor may practise chiropractic without being registered under either of these Acts.

Today these people may practise as osteopaths or chiropractors and the Physiotherapists Act does not apply to them, but it could if they were physiotherapists practising osteopathy or chiropractic. I have a simple amendment by which I intend to make certain that this legislation is not going to dragoon them under the Act as it did in 1947. I have consulted the Minister who introduced the legislation in the other House, the Parliamentary Draftsman, and the Physiotherapists Board, and they are in accord with the amendment. Examinations have to be taken but, if anyone is not wanted, the examination can be made so difficult that a person cannot join the ranks. It is just and fair that a person coming to this country with somewhat obscure qualifications should establish his *bona fides*, but I hope that it is not a two-edged sword to be used against him. If someone wants to prevent a man from entering Australia he can be made to sit for an examination in Sanskrit or something equally difficult, and if he fails he can be barred from entering the country. I hope that these examinations will not be used in that way. We do not want to use legislative powers to exclude people who have knowledge that can be of value to this country. The Leader of the Opposition referred to clause 41a and I agree that these people should not be permitted to use drugs indiscriminately. Only persons with the highest qualifications can use modern drugs.



Those with high qualifications today can often misuse powerful drugs, which is something we are often warned against.

Mr. Dunstan: This could prevent a physiotherapist from giving somebody liniment.

The Hon. P. H. QUIRKE: I spoke to the Registrar of the Physiotherapists Board about this and was informed that the Bill was not for that purpose at all. I mentioned to him homoeopathics and such things as yeast vitamins which could be excluded under this provision, but I was told that that was not intended. I hope that is correct, for if that idea were at some time abandoned I would disagree and would try to see that necessary amendments were included in the legislation to clear the

matter up. The people concerned should not be victimized. I have been assured that the provision will not be abused.

Mr. Casey: Is that good enough?

The Hon. P. H. QUIRKE: I am prepared to accept it at this stage.

Mr. Casey: What about the position in 12 months' time?

The Hon. P. H. QUIRKE: We can do something about it then if the need arises. I ask leave to continue my remarks.

Leave granted; debate adjourned.

#### ADJOURNMENT.

At 5.55 p.m. the House adjourned until Wednesday, October 21, at 2 p.m.