HOUSE OF ASSEMBLY

Thursday, October 5, 1967

The SPEAKER (Hon. L. G. Riches) took the Chair at 2 p.m. and read prayers.

QUESTIONS

WATER RESTRICTIONS

Mr. HALL: The public is interested in saving water by being careful in using it but, recently, two specific incidents indicate that some water is being wasted. The first incident concerned the breaking of a pipe, near a meter, on private property, causing a waste of water that flowed continuously during the weekend. During this time the Engineering and Water Supply Department refused to mend the broken pipe because it was on private property. The other incident concerned the use of water at the Morris Hospital. As the Engineering and Water Supply Department is at present replacing worn washers in taps on private property, can the Minister of Works say whether it is also the department's policy to mend broken pipes? Also, is water being used at the Morris Hospital in the way it was always used before restrictions were imposed, or is restricted use being made of it?

The Hon. C. D. HUTCHENS: I sincerely appreciate, as do the Government and the Engineering and Water Supply Department, the general co-operation of the public in its present use of water. Not only has the public been co-operative in restricting the use of water but we have received good support also from press, radio and television. I shall ask that an inquiry be made into the two matters raised by the Leader. I assure him that, as Minister, I shall encourage the department at all times to take prompt action to save water that may be running to waste on either private or Government property. I am not prepared at present to comment on the incidents to which the Leader referred until I obtain a report. It is regrettable that water is wasted when simple remedial action can be taken. If the Morris Hospital is using water excessively, action will be taken accordingly. Concerning a long letter that appeared in the *Advertiser* about the use of water in western districts, I point out that the water in three of the instances referred to was supplied from a bore, and another instance concerned the use of effluent from the Glenelg treatment works. I regret that special appeals must be made to some people, but the co-operation generally received in this regard has been admirable.

ROAD MARKINGS

Mr. LANGLEY: Has the Minister representing the Minister of Roads a reply to my recent question about warning markings on roads near schools, pedestrian crossings and particularly the Goodwood Orphanage crossing in Mitchell Street?

The Hon. J. D. CORCORAN: The Minister of Roads reports that it has been the Road Traffic Board's policy for the last few years to encourage the use of pavement markings to supplement warning and regulatory signing. In the metropolitan area, these signs are usually difficult to discern by the motorists because of the competing stimuli of out-door advertising signs, trees, stobie poles, and the like. The introduction of pavement markings has led to better observation by motorists of their obligation at pedestrian crossings and towards regulatory signs. At the Goodwood Orphanage, "school" signs have been erected in Mitchell Street to cover the main entrance to the school. These signs are supplemented by flags mounted on separate posts at the point where children cross the road. There are no pavement markings on the carriageway. Arrangements will be made with the Unley council for these markings to be painted as soon as practicable.

INFLAMMABLE CLOTHING

Mrs. STEELE: Several times last session I drew attention to the need for legislation concerning the manufacture of inflammable clothing, in view of the number of cases that had arisen in which children's clothing had caught fire. I read with interest in the press this week that a conference of Ministers dealing with this subject had been held in Adelaide. Will the Minister representing the Minister of Labour and Industry ascertain the results of that conference? Further, does the Government intend to introduce legislation dealing with inflammable clothing, or is it intended to wait until legislation uniform with that of other States is drafted?

The Hon. C. D. HUTCHENS: I appreciate the great importance of this problem. It is unfortunate that clothing of a highly inflammable nature is available and, with the types of heating used, particularly kerosene heaters, it is desirable that something be done in this regard. Although I shall have to discuss with the Minister of Labour and Industry the outcome of the recent conference, I assure the

honourable member that as soon as it is practicable, if it is considered necessary to introduce legislation in line with what is intended in the other States, action will be taken concerning inflammable clothing, because I believe that everyone is concerned about this problem.

HOLDEN HILL INTERSECTION

Mrs. BYRNE: Has the Minister representing the Minister of Roads a reply to my question of September 27 in which I sought information about the outcome of negotiations between the Highways Department and the Tea Tree Gully council regarding lighting of the intersection of Main North-East Road and Grand Junction Road, Holden Hill?

The Hon. J. D. CORCORAN: My colleague informs me that, at the time the previous answer was given to the honourable member, land acquisition was considered sufficiently advanced so as to give no cause for delay, and that the governing factor would be negotiations regarding overhead lighting. However, an unexpected difficulty was encountered in land acquisition and, although lighting negotiations have been completed, it has not been possible to complete roadworks on schedule. At this stage, it appears that work will be completed prior to the end of this calendar year.

MEATWORKS

The Hon. D. N. BROOKMAN: Can the Minister of Agriculture say what are the terms and conditions under which Noarlunga Meat Limited now operates in bringing meat into the metropolitan area?

The Hon. G. A. BYWATERS: All I intend to say at this stage is that negotiations have taken place between the company to which the honourable member referred and me, and that arrangements satisfactory to both of us have been arrived at. If the honourable member desires further information on the matter, I suggest that he raise it with the company rather than with me.

The Hon. D. N. BROOKMAN: The Minister said that he did not intend to give the details here, negotiations having taken place that were satisfactory to both parties, and he added that if I wished to know any more details I should take up the matter with the company. Having done so, I have been told that the quota for meat to be supplied to the metropolitan area has been restored to the company but that a levy of ½c a pound on such meat has been imposed, the levy to be paid to the Metropolitan and Export Abattoirs Board. When I asked the company whether it agreed with the Minister's statement that satisfactory arrangements had been made, I was told that the company actually had had no option: although it desired the quota, it had no option but to accept the ½c levy. A new policy therefore seems to have been adopted, because under the legislation there was no suggestion of introducing a levy to be paid to the board in respect of this meat. Will the Minister now indicate the reason for this levy? Will it be permanent, and can he give any other relevant details?

The Hon. G. A. BYWATERS: Rather than give him the information myself, I suggested that the honourable member communicate with the company because on a previous occasion much publicity through the press was given to the matter on the following day, and I was told by representatives of the company that they were annoyed at this and did not desire to have the matter plastered all over the press. They considered that this was a matter between the company and me, and I was told that the company had not at any stage communicated with the honourable member for the purpose of raising the matter in Parliament. At the time, I naturally thought the company had already approached the honourable member (because he seemed to know so much about the matter) and it was for that reason only that I gave him the information. True, there is to be a levy of ½c a pound, but that was not laid down as a threat to the company or anything like it: a perfectly amicable arrangement was reached. Representatives of the board and of the company discussed the whole matter with me at some length. I will again speak to representatives of the company tomorrow about this matter, in order to ascertain what is its objection, as the agreement has not yet been signed. If this is the way the company wishes to deal with the matter, it is all right with me.

The Hon. D. N. Brookman: Is that a threat?

The Hon. G. A. BYWATERS: Not at all.

The Hon. Sir THOMAS PLAYFORD: One country abattoir has been referred to this afternoon. Can the Minister say what other licences are at present in force enabling country abattoirs to send meat to the metropolitan area?

The Hon. G. A. BYWATERS: One company operates from Murray Bridge and another from Peterborough.

Mr. McANANEY: Can the Minister say what service the Metropolitan and Export Abattoirs Board provides in return for the levy

which he has referred to and which will mean either a lower return to the producer or a higher price to the consumer?

The Hon. G. A. BYWATERS: As the honourable member is associated with the meat industry, I should have thought he would know what service was provided, because a real service is given. At present, the board's inspectors inspect shops supplied with meat by the Abattoirs Board, as well as shops supplied entirely by Metro Meat Limited or by the meatworks at Murray Bridge or Peterborough (where the abattoir is owned by Metro Meat), although no meat is coming from Peterborough at present. It was considered reasonable by everyone who took part in the discussions that there should be a payment for this service.

SALISBURY HIGHWAY

Mr. CLARK: Has the Minister representing the Minister of Roads a reply to my recent question about the possibility of grants for roads in the area of the Corporation of the City of Salisbury?

The Hon. J. D. CORCORAN: My colleague reports that it is not desirable to commence widening either Salisbury Highway or Coker Road without having a planned design for both roads, especially the former. Although this investigation is currently in hand, it will not be finally resolved for some months. No provision was made in the 1967-68 Budget for any expenditure on either road.

RENMARK PRIMARY SCHOOL

Mr. CURREN: It has been announced that a new solid construction school will be built to replace existing buildings at the Renmark Primary School and provision for the work has been made in the Loan works programme. Can the Minister of Works say when tenders will be called and when it is expected that the buildings will be ready for occupation?

The Hon. C. D. HUTCHENS: I am pleased to say that Cabinet has approved expenditure amounting to $325,000 for the construction of the school referred to, and it is hoped that tenders will be called this month. The school is expected to be ready for occupation in 1969.

PESTICIDES

Mr. SHANNON: I understand that a special committee in the Agriculture Department investigates the effects of certain pesticides on various items, including meat and milk, that are eventually consumed by humans. Apiarists are concerned about the decimation (that is the word they have used in referring the matter to me) that is occurring in their hives as a result of bees taking nectar from flower species on which certain pesticides have been used. I think this matter is of sufficient importance to warrant consideration by the committee. Obviously, the trouble will not arise in relation to gum specimens and so on, but bees also take nectar from clovers and other legumes that flower. Is the Minister aware of the difficulty being experienced by apiarists, and can action be taken to ameliorate it?

The Hon. G. A. BYWATERS: The committee that deals with these matters will be aware of this difficulty, and no doubt will consider it. The matter has been discussed many times at meetings of the Agriculture Council, and all States and the Commonwealth agreed that a committee to advise on pesticidal residues should be appointed, mainly, as has been suggested by the honourable member, because of our sales of meat, dairy products and eggs overseas. I appreciate the points that the honourable member has mentioned and these matters will be considered by the committee, which comprises representatives covering a wide field, including the Commonwealth Departments of Primary Industry, Customs and Excise, and Health, as well as the State Agriculture and Public Health Departments. As the honourable member knows, we have an apiarists section in the department, and Mr. Mitchell gives careful attention to all matters affecting apiarists. I assure the honourable member that all the points raised will be considered.

EYRE PENINSULA RAILWAYS

The Hon. G. G. PEARSON: Has the Minister of Social Welfare a reply from the Minister of Transport to the question I asked during the Estimates debate about the programme for the re-laying of railway lines on Eyre Peninsula?

The Hon. FRANK WALSH: My colleague states that the Estimates for 1967-68 provide for 28 miles of relaying on the Port Lincoln Division, and not 10 miles as stated by the honourable member.

PORT VINCENT WHARF

Mr. FERGUSON: Has the Minister of Marine a reply to the question I asked on Tuesday regarding the repair work that had commenced on the Port Vincent wharf but had subsequently ceased?

The Hon. C. D. HUTCHENS: The Director of Marine and Harbors reports that this work will be resumed shortly, and will be completed by Christmas.

GLENGOWRIE HIGH SCHOOL

Mr. HUDSON: As the Minister of Education will be aware, I have asked a series of questions regarding the Glengowrie High School. The work being undertaken by the contractor at the site is now under way and it is apparent from the nature of the contract and the completion time allowed that there will be no difficulty in completing the buildings by the start of the 1969 school year. I understand the plans for the school provide for three ovals to be built on the site in an area at present planted with grapevines. My question concerns the department's plans regarding the removal of these vines and the construction of the three ovals. Will the Minister provide me with any information he has regarding any agreement that may exist with Hamilton's Ewell Vineyards Proprietary Limited concerning these grapevines? Can they be removed in time for the ovals to be planted? Further, does the department plan to provide for three ovals or only one or two ovals to be ready for the 1969 school year?

The Hon. R. R. LOVEDAY: I shall be pleased to obtain that information for the honourable member.

SUNDAY ENTERTAINMENT

Mr. MILLHOUSE: As I came to the House half an hour or so ago I noticed a *News* placard regarding Sundays in South Australia, which suggested that changes were likely to be made in our mode of keeping this day. Since reaching the House I have seen the front page of today's *News*, although I have not read it. However, I believe that its effect is that the Government intends this session to introduce legislation that will alter some of the laws covering sport and cinemas in this State. Can the Premier confirm that report and, if he can, will he indicate the main points of such legislation?

The Hon. D. A. DUNSTAN: As I have announced previously to the House, it is intended this session to introduce a Bill which will amend the Places of Public Entertainment Act and which will deal with a number of aspects of that legislation. I previously announced that I had asked the Lord Bishop of Adelaide to refer the matter of Sunday activities to the South Australian church bodies, which meet in conclave on matters of mutual interest, to ascertain their views. I have since been supplied with those views and, in consequence, the amendment to the Places of Public Entertainment Act is expected to deal with some aspects of this matter. However, I cannot confirm the *News* report because I have not yet seen it. As yet no final decision has been taken by Cabinet as to the precise form of the amendments of these sections of the Act. I expect that a decision will be made and the Bill introduced shortly.

The SPEAKER: I draw the attention of the House to the fact that, according to Erskine May, one of the inadmissible questions is a question concerning the accuracy of newspaper reports.

PORT BROUGHTON ROAD

Mr. McKEE: Has the Minister of Lands a reply from the Minister of Roads to the question I asked on September 26 about the Port Broughton Road?

The Hon. J. D. CORCORAN: The Minister of Roads reports that the Port Broughton Road is of a total length of about 31 miles and is being progressively reconstructed and sealed, with Highways Department funds by the two councils involved, namely, the District Council of Port Broughton at the southern end and the District Council of Pirie at the northern end. Up to the present $123,000 has been spent on roadworks, and $33,000 on the construction of a bridge over the Broughton River at Cockey's Crossing. The programme for 1967-68 provides for a further $185,000 being spent on roadworks, and it is expected that a total of 15 miles, comprising seven miles at the Port Broughton end and eight miles at the Port Pirie end, will be sealed prior to June 30, 1968. The completion of sealing over the total length of the road will depend on the availability of funds from year to year, but if the present rate of expenditure is maintained, it should be completed within four years.

GRAPES

The Hon. B. H. TEUSNER: Can the Minister of Agriculture say whether the annual report of the Grape Industry Advisory Committee has been submitted to him, and whether that report will be tabled and printed so that the valuable information that it no doubt contains will be available to viticulturists?

The Hon. G. A. BYWATERS: I have not yet received a report and, before tabling it, I should have to consider it to see whether it was applicable.

ROAD GRANTS

Mr. McANANEY: Has the Minister of Lands received information from the Minister of Roads of the details of grants made for sealing district roads, which information I sought on September 27?

The Hon. J. D. CORCORAN: The Minister of Roads reports that the grant allocated to councils for sealing district roads in 1966-67 was $353,029, and for 1967-68 (until August 31, 1967) $365,600.

GAS

Mr. COUMBE: Has the Premier a reply to the question I asked three weeks ago about the Natural Gas Pipelines Authority and its activities? No doubt some of the information I sought was given last evening on his television programme.

The Hon. D. A. DUNSTAN: I hope that I can amplify today what I said on the telecast last night. The Chairman of the Natural Gas Pipelines Authority reports that negotiations have now been concluded that will provide for the construction of the pipeline system in accordance with the design developed for the Government by Bechtel, at a saving of no less than $1,000,000 on the original estimate of $29,000,000. In this connection a firm of independent engineering consultants, engaged by the producers, informed the producers shortly after the authority was established that in its view the cost of constructing the pipeline system might well be $4,500,000 greater than the Bechtel estimate of $29,000,000. The negotiations have been quite protracted because of the difficult issues involved, but now that these have been successfully concluded, their importance and value to the authority and to the State take on some added emphasis in the light of the advice tendered to the producers.

Much careful attention has already been given by the authority to the engineering details involved in the various specifications for pipe, valves, and other materials, which will be used in the construction of the pipeline system, and, in this respect, the assistance of oversea pipeline authorities has been sought. Trans Canada Pipelines Limited, the largest natural gas transmission company in Canada, with a system of over 3,000 miles, has pledged full support of its technical experience and resources in connection with the construction and the operation of our pipeline system. As tangible evidence of this Trans Canada has made available to the authority the services of Mr. R. D. Walker, one of its most able and experienced senior executives, to act as General Manager of the authority for a term of three years. The Alberta Gas Trunk Line Company of Canada has also most generously undertaken to supply any technical data and to train staff for the authority, if required.

In early October a conference will be held in San Francisco when the authority's General Manager, Mr. Walker, and the authority's Executive Officer, Mr. D. J. Causby, will participate in a discussion with the senior engineering executives of the Bechtel Corporation to review the design and specifications for materials and services required for the project. This review, it is hoped, will resolve the major technical and engineering phases of the system that have been under critical examination during recent months.

The Government is assured that, in the area discussed, the authority is concerned primarily to ensure that no step is neglected that will secure or assist in securing the highest possible quality of design, workmanship, and material for the South Australian pipeline system. This is one of the major responsibilities and, in the discharge of this responsibility, it will be readily understood that much detailed and unspectacular and time consuming investigation has been needed. Additionally, considerable progress has been made with the detailed arrangements involved in establishing the right-of-way that will be needed for the pipeline installation. It is very pleasing to report the great degree of co-operation which has been extended to the authority by local government bodies and land owners.

The financing of the project has also received the attention of the authority. Discussions have taken place with the Australian savings banks through the direct assistance of the Bank of Adelaide, and also with the major Australian life societies. These financial institutions have unhesitatingly assured the authority of their interest in the South Australian natural gas pipeline project, and have undertaken collectively to subscribe no less than $20,000,000 to assist with the financing of the undertaking. Legal agreements associated with various phases of the authority's programme for the development of a sound basis upon which the actual construction of the pipeline system will proceed have been drafted, and progress with the negotiation of these agreements with the parties concerned is being made.

I have also had representations from several South Australian organizations asking that, in

the construction of the pipeline, South Australian contractors of various kinds should play their part, a view with which I entirely agree. Agreements have been made with the consultants to the authority that basic specifications shall be made available well in advance to all South Australian companies. It is likely that we shall have to rely on oversea tenders for the major construction. On the other hand, it is certain, from what has occurred elsewhere previously, that oversea tenderers will rely heavily on South Australian organizations to carry out part of the work. In consequence, the utmost assistance will be given by the authority and its consultants to local organizations to communicate with oversea bidders for this construction work so that they may be involved in the construction to the optimum extent.

PORTRUSH ROAD JUNCTION

Mr. RODDA: Has the Minister representing the Minister of Roads a reply to my recent question about the Portrush Road and Payneham Road junction?

The Hon. J. D. CORCORAN: The Minister of Roads reports that plans are being prepared for complete reconstruction of this intersection, and preliminary negotiations for land acquisition have commenced. However, land requirements are extensive, and negotiations and subsequent accommodation works may be protracted. No indication can therefore be given at this stage as to when the actual work of reconstruction may commence or be completed. In the meantime it is intended to make the intersection safer by the installation of safety bars.

UNDERGROUND WATER

Mr. HALL: Has the Minister representing the Minister of Mines a reply to the question I recently asked about the possible connection between underground water basins in the Virginia and metropolitan areas?

The Hon. G. A. BYWATERS: The water basins of the metropolitan and Virginia areas are connected. They comprise the freshwater-bearing portions of a continuous aquifer or pair of aquifers which form continuous layers or beds under the Adelaide Plains. The freshwater-bearing portions are separated by more saline zones, and are in continuous hydraulic connection, one with the other.

HOLDEN HILL SEWERAGE

Mrs. BYRNE: Has the Minister of Works a reply to the question I asked on September 20 about consideration being given to sewering an area at Holden Hill which was omitted from the original approved scheme for that area?

The Hon. C. D. HUTCHENS: A sewerage scheme and estimates of cost have been prepared for this area, which comprises Malcolm Avenue, Graham Avenue and the eastern extremities of the Parade and Southern Terrace. This is the only significant unsewered part of Holden Hill and, although the degree of development is less than that usually considered necessary and the return of revenue is poor, a favourable recommendation would have been made by the Director and Engineer-in-Chief had the department been able to obtain access for the approach sewers through the Housing Trust subdivision immediately to the south. The department had, in fact, recently commenced laying sewers in this subdivision but was asked to discontinue the work, as the subdivision pattern will be altered because of a modification of the future freeway boundaries. It now seems that it will be some months yet before the Housing Trust subdivision will be revised and permit the laying of sewers to proceed. When satisfactory access for the approach sewers can therefore be arranged, the Director and Engineer-in Chief will be prepared to recommend the laying of sewers to the area referred to by the honourable member.

CHOWILLA DAM

Mr. MILLHOUSE: The Minister of Works will recall that in the Loan Estimates we agreed to a sum of $2,500,000 to be allocated for works associated with the Chowilla dam project. Since that sum was voted, the South Australian Government has agreed to the deferment of the project and it has been reported to me that some of the money that was allocated for it has now been re-allocated within the Engineering and Water Supply Department on other works and some re-allocated to the Highways Department for work to be performed by unskilled personnel. Can the Minister say what re-apportionment of moneys has occurred as a result of the deferment of the Chowilla dam project and the consequent release of the sum voted by Parliament for it?

The Hon. C. D. HUTCHENS: At the outset, I wish to correct one of the honourable member's statements. The South Australian Government has never agreed to the deferment of the Chowilla dam project.

Mr. Millhouse: Mr. Beaney voted for it.

The Hon. C. D. HUTCHENS: What I am saying is in accordance with fact. Work on the Chowilla dam has been deferred temporarily to permit an inquiry by a technical committee into certain aspects of the work. As the honourable member has said, the stoppage in the work was unavoidable because of the decision of the River Murray Commission. Certain funds have been re-allocated within the department for work to be carried out under the auspices of the Engineering and Water Supply Department. However, no money has been re-allocated to another department.

Mr. MILLHOUSE: If I understood the Minister's answer correctly, it was to the effect, in part, that the South Australian Government had not agreed to the deferment of the Chowilla dam project. I desire, therefore, to ask the honourable gentleman whether Mr. Beaney, the South Australian representative on the River Murray Commission, did or did not vote in favour of the deferment.

The Hon. C. D. HUTCHENS: That question has been answered many times already in the House.

GOODWOOD ROAD INTERSECTION

Mr. LANGLEY: Has the Minister representing the Minister of Roads a reply to my recent question about the installation of traffic lights at the Goodwood Road and Greenhill Road intersection?

The Hon. J. D. CORCORAN: My colleague states that difficulties are currently being experienced in acquiring land from World Motors on the south-eastern corner of the intersection to enable the carriageway to be widened in order that traffic lights may be installed. The property has been sublet three or four times and difficulty has been experienced in reaching agreement with the subtenants in each case. The Highways Department is now proceeding with compulsory acquisition and it is expected that right of entry could be obtained within the next two or three months. It is expected that it will be possible to install traffic signals early in 1968.

STATE'S FINANCES

Mr. McANANEY: I wish to ask the Treasurer a similar question to one I asked last week in reply to which I did not obtain the information I sought. Towards the end of the last financial year the Treasurer transferred from the Budget to Loan Account non-income-producing expenditure of $2,600,000. Will he ascertain what will be the total cost to the State in capital repayments and interest payments during the terms of the loan? Also, what would be the total capital repayments and interest paid if this money had been made a funded revenue deficit?

The Hon. D. A. DUNSTAN: I should have thought that the honourable member could do a simple sum from the information I have given him.

Mr. McANANEY: As I did not receive a polite answer to my question, will the Treasurer—

The SPEAKER: The honourable member is out of order.

ADELAIDE RAILWAY STATION

Mr. COUMBE: Has the Minister representing the Minister of Transport a reply to my recent question about a proposal to put a roof over the Adelaide railway station yard and to provide there a parking station that could be promoted by a group of financiers?

The Hon. FRANK WALSH: I understand that the member for Flinders is also interested in this matter. My colleague reports that the department has not lost sight of the possibility of utilizing the air space over the Adelaide railway station platforms for commercial purposes. In 1966, whilst he was overseas, the Railways Commissioner inquired into the technical problems associated with the elimination of fumes arising from the use of diesel railcars, as well as into the commercial aspects of the matter. It would appear that technically the problem could be solved, but the cost involved was reported to be very high. However, there is another feature which necessitates the deferment of detailed consideration for the time being, and that is the alterations to tracks, platforms and structures associated with any rail proposals in connection with the current transportation study and also with the provision of a standard gauge line into Adelaide.

PENOLA HOUSING

Mr. RODDA: Has the Premier, as Minister of Housing, a reply to my recent question about Housing Trust houses at Penola?

The Hon. D. A. DUNSTAN: On August 3, 1967, the Acting General Manager, in reply to a request from Messrs. A. W. Donnelly & Company of Penola, provided the following information:

The Housing Trust has 33 rental houses in Penola. Vacancies in these houses are of infrequent occurrence but the demand upon

the trust by way of rental applications has not, up to the present, been sufficient to indicate that there was need for the erection of further rental houses in the town. It may be, however, that, because vacancies in the existing houses occur so infrequently, persons requiring rental accommodation have not lodged application and that, therefore, the true position is not known to the trust. In view of the remarks in a minute of July 27, 1967, the trust will make a survey of the housing situation in Penola in the near future.

The trust has on hand only one application (and that fairly recent) from the Woods and Forests Department settlement at Nangwarry. An officer of the trust will visit Penola in November in order to survey the situation.

AMERICAN RIVER CAUSEWAY

The Hon. D. N. BROOKMAN: Has the Minister of Works a reply to my recent question about the possibility of using a pontoon bridge across American River on Kangaroo Island?

The Hon. C. D. HUTCHENS: The Minister of Roads states that the proposal to erect a pontoon bridge *ex* Hobart would require considerable investigation, including an inspection of the pontoons. They may have to be taken from the water to inspect their soundness as, after many years' immersion in salt water, the steel reinforcement could be corroded and their useful life would thus be short. The condition of the pin joints would also have to be determined. It is considered that, first, the opinion of the Marine and Harbors Department should be obtained whether this type of structure would be permitted at this site. It has previously been indicated that Pelican Lagoon should be open to navigation to at least small craft. The pontoon bridge would not allow such navigation. It is known from discussions with the Tasmanian Department of Works that this bridge was both costly and difficult to maintain. Without initiating a complete investigation, which would be very time consuming, it is considered that the suggestion would be uneconomical.

BUILDING ACT

Mr. COUMBE: Has the Minister of Lands, representing the Minister of Local Government, a reply to my question as to whether the Government intends to amend the Building Act this session?

The Hon. J. D. CORCORAN: The Minister of Local Government states that the question of amending section 56 of the Building Act with respect to the power of councils to order the taking down of neglected structures has been considered by the Building Act Advisory Committee. That committee has recommended that no amendment be made at this stage but that the whole of section 56 be redrawn to give clear legislative effect to the principles governing the control of such structures. The matter is being referred to the Parliamentary Draftsman.

BANKRUPTCIES

Mr. HALL: Has the Premier a reply to my question about bankruptcies in South Australia?

The Hon. D. A. DUNSTAN: As yet the 1966-67 annual report on bankruptcy prepared by the Commonwealth Attorney-General is unavailable in South Australia, as it has only recently been tabled in the Commonwealth Parliament. Although the figures quoted by the Leader of the Opposition show that South Australia during 1966-67 had the highest number of bankruptcies, it is regrettable, from the point of view of claims about the necessity of generating confidence in this State's economy, that the Leader has not delved further into this matter. In fact, South Australia has always had very high numbers of bankruptcies relative to the other States. Even under a Liberal Government in 1962-63, the total number of bankruptcies in South Australia represented 22.2 per cent of the total Australian figure. In the year 1965-66, the last year for which comprehensive figures are available, South Australia had 23.4 per cent of the total Australian bankruptcies, which was a marginal change.

Mr. Millhouse: But a rise, nevertheless.

The Hon. D. A. DUNSTAN: The honourable member is always interested in rises in unemployment and bankruptcies but whenever we get an increase in employment in this State that is of advantage to the workers, the honourable member is dolefully silent.

Mr. Millhouse: What absolute tripe you talk!

The Hon. D. A. DUNSTAN: It is true.

The SPEAKER: Order! There will be no debate during replies to questions.

The Hon. D. A. DUNSTAN: Further examination shows that this high proportion prevailed long before the present Government was elected to office. Thus, if the blame cannot justifiably be placed on the Government in power at the time, how does one explain the high incidence of bankruptcy in this State?

If one examines the figures closely, one sees that an extremely important difference is revealed between South Australia and other States. In South Australia, in 1965-66, 95 per cent of the total petitions filed for bankruptcies were by debtors. This compares with the Eastern States' figures, as follows: New South Wales, 30 per cent; Victoria, 50 per cent; and Queensland, 25 per cent.

This means, in fact, that in South Australia people go into voluntary bankruptcy—in the Eastern States creditors lodge the vast majority of petitions of bankruptcy. In the unfortunate case of a person who cannot pay his debts in South Australia, what normally occurs is that the creditor obtains an unsatisfied judgment summons from the court. Failure to comply with this can result in the imprisonment of the debtor, and thus to avoid this a debtor declares himself bankrupt and consequently avoids going to prison. In the Eastern States, the situation is different. There is no threat of imprisonment hanging over the debtor, and creditors have found that the best way of gaining their money is by getting a court order for the attachment of a debtor's weekly wage. South Australia is the only State where that is not available. The Leader ought to have known this, because protests have issued forth from a member of his Party in another place about the difference in the laws: the Hon. Mr. Potter has discussed the subject at length. In consequence, the position in the other States is the exact opposite of the procedure in this State, where all that a creditor need do is obtain an unsatisfied judgment summons, which is a relatively inexpensive procedure.

I shall now reply to the question asked by the member for Unley. Investigation of past annual reports on bankruptcy indicate that for the past four years labourers have comprised about 20 per cent of bankruptcies in South Australia, this being the highest proportion of bankruptcies. Persons occupied in the building trade, carpenters, painters, decorators, etc., have usually comprised a significant proportion of bankruptcies, some 10 per cent, and have usually been the second highest group over a long period.

REDWOOD PARK SEWERAGE

Mrs. BYRNE: Has the Minister of Works a further report about the sewering of the Redwood Park area?

The Hon. C. D. HUTCHENS: I am pleased to inform the honourable member that on October 2, 1967, Cabinet approved of the laying of sewer mains in various parts of Redwood Park at an estimated cost of $21,600. Sewer mains are to be laid in Lokan Road, Creekview Drive, Farm Drive, Riverside Drive, Glamorgan Drive and Carnarvon Avenue, Tea Tree Gully (Redwood Park).

WOOL TESTING

Mr. RODDA: Unfortunately, the market for wool at present is depressed, and one of the outstanding features of the market is the wide disparity between the finer or better class wools, the top lines, and the combing lines. As a result of scientific research, two types of tests are being used at the manufacturing end, the micron test and the spear core sampling method. It is becoming apparent that even the most experienced buyers have found that tests have proved wrong their visual assessments of quality and count and, obviously, buyers must become cautious about the types of assessment they have been making. Will the Minister of Agriculture discuss this matter with the other Ministers at the next meeting of the Agricultural Council, because I consider that, if the market requires wool of high quality, the results of research should be made known to the growers?

The Hon. G. A. BYWATERS: I shall be pleased to do that.

ISLINGTON WORKSHOPS

Mr. COUMBE: Has the Minister of Social Welfare a reply from the Minister of Transport to the question I asked during the debate on the Loan Estimates regarding employment at the Islington workshops and the sum allocated for wages and salaries?

The Hon. FRANK WALSH: My colleague reports that the Estimates for 1967-68 provide, by an increase of about 4 per cent over the 1966-67 figure, for the equivalent number of men employed at the Islington workshops. These men will be engaged not only on repairs and renewals but also on loan and standardization works. The funds for the latter are provided from the Standardization Fund.

CITY MORGUE

Mr. COUMBE: Last year the Public Works Committee, after making investigations, reported to the House on the desirability of building a new city morgue and effecting extensions for the Chemistry Department. It was pointed out by the City Coroner, by medical officers required to carry out post-mortems, and by others connected with the Coroner's Court that this work was very urgent. However, I have heard nothing of this project since then. Will

the Minister of Works therefore ascertain whether the Government intends to proceed with the work, whether the whole scheme will be implemented, or whether at least the space occupied by the Chemistry Department could be expanded?

The Hon. C. D. HUTCHENS: Although the Minister of Agriculture and I have often discussed this matter, I am not sure what is the present position. I shall therefore obtain a report for the honourable member and tell him when it is available.

SALVATION ARMY

Mr. MILLHOUSE: In the absence of the Premier, representing the Chief Secretary, I direct my question to the Minister of Social Welfare. As I am associated with the work of the Salvation Army in this State, yesterday I received a copy of a letter written to the Chief Secretary and Minister of Health, part of which states:

The Salvation Army is desirous of extending its work at Whitmore Square Men's Home, which is being carried on on behalf of needy homeless men, 83 per cent of whom are alcoholics . . . It is desired to build a home providing aged alcoholics with an environment, more home than shelter, which would be conducive to a better way of life. The purpose of this letter is to request the Government to set this project in motion by buying for us a block of land with frontage on to Morphett Street, and back adjoining our present property in Whitmore Square.

Although I know that this application is couched a little informally and has come too late for inclusion on this year's Estimates, I wonder whether the Government would consider this request. I have been asked particularly to see whether it would be possible to get an indication, before a meeting next Tuesday, of whether there is any chance of the Government's sympathetically considering this project during the current financial year. Although I know it is asking a lot, could the Minister take up the matter with his colleague so that an indication of whether the Government would be likely to help could be given by Tuesday next?

The Hon. FRANK WALSH: I am sorry that the Premier was not here a moment earlier. However, I think the honourable member would be well aware that the organization he refers to is acquainted with the procedure that should be followed in such cases. I recommend that, if the honourable member wishes to help this organization, his best approach would be to take up this matter with the Chief Secretary immediately. I am sure that the Chief Secretary would have no objections to the honourable member making representations on behalf of the organization, and I point out that in all cases an approach must be first made to him.

Mr. MILLHOUSE: Now that the Premier has returned, will he be kind enough to take up this matter as a personal favour to me?

The Hon. D. A. DUNSTAN: I do not know what the matter is. However, I have done a number of personal favours for the honourable member, and I am prepared to add this one to the list.

VACCINE

Mr. McANANEY: Can the Minister of Social Welfare, representing the Minister of Health, say whether the measles vaccine now being used in the Victorian pilot scheme is the vaccine that has been used so successfully in America recently? If it is, why is it necessary to have this pilot scheme in Australia?

The Hon. FRANK WALSH: I shall obtain a report.

CONDOLENCES

The Hon. D. A. DUNSTAN (Premier and Treasurer): I believe all honourable members will join with me, on this first opportunity we have had in the House, in expressing sympathies and condolences to the member for Rocky River. It must affect every member of the House and all who know the honourable member that he should have had to face recently so tragic an occurrence as he has had to face. Any of us who lost a son or grandson in the circumstances that have occurred would be affected deeply. I assure the honourable member on behalf of the members on this side of the House (and I am sure I am joined by honourable members opposite) of our deep sympathy and consideration for him in this most tragic event.

Mr. HEASLIP: I desire to thank the Premier for his expressions of sympathy on such a tragic occasion. I am sure the widow, my wife and family, as well as I, deeply appreciate his remarks. Also, may I add that I appreciate the assistance he gave me in facilitating arrangements required in regard to this unfortunate happening.

PACKAGES BILL

The Hon. J. D. CORCORAN (Minister of Lands) obtained leave and introduced a Bill for an Act relating to the packing of certain articles for sale, the selling of those articles and for other purposes. Read a first time.

The Hon. J. D. CORCORAN: I move:

That this Bill be now read a second time.

One of the features of this, the age of technology, is the tremendous growth of the packaging industry, and no segment of this industry reaches further into our lives than in the packaging of ordinary domestic products, particularly foodstuffs and other items in general household use.

Undoubtedly, the expansion and development of the industry has brought great benefits to the consumer: familiar brand names, standardization of quality, and convenience of handling are but a few of them. On the other hand, there have been some disadvantages, too, in packages of misleading size, in deceptive labels, in confusing claims as to price reductions and to quantities and sizes—who nowadays is really sure which is the best value, the "giant", "economy" or "family" size?

Not the least of the disadvantages is that the modern housewife is no longer able to examine the product she is buying: she cannot pinch the fruit, finger the flour, or otherwise test the products for quality and freshness. At best, she can examine the product through a transparent plastic cover but, generally, she is compelled to rely on the reputation of the packer or manufacturer and his claims for the article.

For some years the authorities of the various States have been seeking to evolve a uniform code relating to the packing of the article and to the labelling of the packs. A considerable degree of agreement has now been reached, and this Bill is an attempt to give effect to the uniform system. I emphasize this aspect of uniformity because, whilst it is within the legislative competence of this State to make whatever laws it likes in relation to this subject, packaging today is a national rather than a State enterprise, and a miscellany of varying State laws would hamper the free distribution of the products of the industry to the detriment of the consumer as much as anybody. I pay a tribute to the part played by the industry in the evolution of the uniform code, and whilst the code does have its regulatory aspects it is expected that it will prove of great benefit to all responsible members of the industry.

The Bill in its form and substance is generally self-explanatory but, before considering it in any detail, I intend to set out its general scope. First, it deals with articles that are generally sold by weight, measure or denomination—it does not pretend to cover articles in which weight, measure or denomination is not a feature of the sale. This distinction is important, so provision has been made at clause 5 to exclude from the ambit of the Act articles which, though by some stretch of the imagination could be considered to fall within the scope of the necessarily broad definition of "article" contained in clause 4, do not really require to be covered by the Act.

Secondly, it is intended to regulate the activities of "packers", and in this regard I draw honourable members' attention to the somewhat extended definition of "packer" in clause 4 (2). The substance of the Bill is contained in Parts III and IV. Part III deals with the packing of articles and is really confined to what might be called "pre-packed" articles, that is, articles that are packed in advance of sale. The first clause of Part III specifically excludes from that part articles which are weighed or measured in the presence of the purchaser even if, after that weighing or measuring, they are put in a pack.

In this Part, as far as possible, each clause has been made complete in itself, and exceptions to the provisions in relation to say, export, or specific defences, have been directly related to the offences, if any, created by the provision. Although at first sight this has involved, seemingly, some repetition in the Bill, it is considered that this approach will ensure that those affected by the provisions of the Bill are able to establish more easily their obligations and duties.

With regard to the statutory defences set out throughout this Bill, I draw honourable members' attention to what is considered to be their practical effect. First, they do not, by any means, exhaust the ordinary defences open to a person charged, but they do give that person a clear indication of a defence which, if made out, must inevitably succeed. However, they serve another purpose, that is, they stand as a clear warning to those responsible for bringing proceedings under the Bill to, at least, assure themselves that in all probability a person charged cannot succeed on the statutory defence. In short, if it seems likely that the person charged could succeed on the defence, grave doubts as to whether the charge should be brought at all must arise. Thus, in themselves, they act as a highly practical limiting factor in the bringing of proceedings under the Act.

Part IV, to some extent, parallels Part III in that it relates to the selling of articles packed in contravention of that Part. Here again, at the risk of some repetition, the exceptions and defences have been set out in relation to

each offence. It may be safely asserted that any honest and reasonably prudent seller is not at all likely to find himself in breach of a provision of this Part.

Throughout the Bill will be found references to the appointment of days, after which certain acts will be offences, and it is provided that no such day can be appointed until at least 12 months after the Act comes into operation. This method of administration has been evolved in co-operation with the industry, as it is realised that a necessarily fairly lengthy period must elapse before certain of the provisions can be reasonably expected to be complied with.

Part I deals with matters of machinery, such as definitions and certain presumptions, and clause 5 provides for exemptions from the Act. Part II deals with the appointment and powers of inspectors, and clause 8 (2) sets out certain offences in relation to the exercise of inspectors' powers. Division II of this Part deals with the approval of a brand for use on packs containing articles, and relates to the marking requirements contained in clause 15.

Part III deals with the packing of articles and in substance provides that:

(*a*) at clause 15, the pack must be marked with some means of associating it with the packer or manufacturer either by means of an approved brand or by the marking of a name and address;

(*b*) at clause 16, certain articles must be packed in certain prescribed denominations; this is to facilitate consumer comparison of the price of similar articles;

(*c*) at clause 18, most packed articles must be marked with a statement of their true weight or measure;

(*d*) at clause 20, a packer shall not pack an article which is short-weight, and this clause also provides a practical method of ascertaining short-weight by recognizing that whilst some variation in weight, up or down, is inevitable with mechanical methods of packing an average deficiency will expose the packer to prosecution;

(*e*) at clauses 21, 22, and 23, articles may not be marked "net weight when packed" unless those articles are such that, by their nature, they lose weight after packing; in short, this form of marking will not be available to cover what were in fact deficiences in the true weight of articles;

(*f*) at clause 24, certain advertising expressions will be prohibited when they tend to mislead and restricted when they tend to confuse. An example of a prohibited expression is "a big gallon", and an example of a restricted expression is "giant size". In the case of a restricted expression a statement of the true weight or measure of the article will be required;

(*g*) at clause 25, the practice of "marking off" is prohibited, that is, the practice of marking meaningless discounts like "5 cents off"; and

(*h*) at clause 26, the practice of unnecessarily packing articles in packs of misleading size is prohibited and exemptions are provided for any appropriate cases.

As was previously mentioned Part IV parallels Part III in that it prohibits the selling of articles packed in contravention of that Part. There is, however, a further factor, in that to avoid much unnecessary inconvenience regard must be had to the "national" nature of the packaging industry, so the principle that has been adopted in this Part may be summarized in the statement, "If an article was lawfully packed within the Commonwealth or if it could be lawfully sold within the Commonwealth it should be lawfully sold in South Australia". To this end, will be found references "corresponding or equivalent laws" of other States or Territories and I can assure honourable members that the fullest possible use will be made of the powers conferred on the Minister in this regard. Again, a system of appointed days has been provided for and these appointed days will be so arranged that traders will have ample time to dispose lawfully of stock which in some respect does not comply with the Bill.

Clause 38 provides for the disposition of articles, which otherwise could not be disposed of, by means of a permit and interstate permits have been recognized at clause 39. Part V deals with a number of miscellaneous matters and I draw honourable members' attention to the evidentiary provisions of clauses 41 and 45. I again draw honourable members' attention to the fact that since this measure is to be part of a uniform system the principles enshrined in it will necessarily have to be accepted if the system proposed and accepted by the authorities of the States is to remain a uniform one.

Mr. FREEBAIRN secured the adjournment of the debate.

TRAVELLING STOCK RESERVE: YONGALA

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

MENTAL HEALTH ACT AMENDMENT BILL

Received from the Legislative Council and read a first time.

INDUSTRIAL CODE BILL

The Hon. C. D. HUTCHENS (Minister of Works) obtained leave and introduced a Bill for an Act to consolidate and amend the law relating to industrial conciliation and arbitration, and the regulation, control and inspection of factories, shops, offices and warehouses, to repeal certain Acts, to amend the Bakehouses Registration Act, 1945-1947, and for other purposes. Read a first time.

The Hon. C. D. HUTCHENS: I move:

That this Bill be now read a second time.

The present Industrial Code has been amended on many occasions since it was passed by Parliament in 1920. Some of these amendments have been of a minor nature while others, particularly those made last year, which dealt principally with the re-constitution of the industrial tribunals having jurisdiction to make industrial awards, were of a substantial nature. The 1966 Bill did not alter the matters that could be dealt with by the industrial tribunals. The Government considers that, after a period of almost 50 years, the time is opportune to repeal the 1920 Act with its many amendments and replace it with more modern provisions, rather than to attempt to make numerous amendments to the already amended Act. The present Act has not been consolidated since the 1966 amendments and it would have been difficult to follow the further amendments, which the Government desires to make. The Industrial Code deals with two matters that are most important to wage earners and industry in South Australia: the provisions concerning the State industrial arbitration system on the one hand and, on the other hand, those which concern the working conditions that must be provided in factories, shops, offices and warehouses. This Bill does not alter in any way the constitution of the Industrial Court or the Industrial Commission or conciliation committees which were created under the 1966 legislation. The main alterations contained in this Bill so far as industrial arbitration is concerned, cover several very important Labor Party policy matters. To implement one of the promises contained in the policy speech of my Party, which was endorsed by the electors in March, 1965, provision is made by clause 80 of the Bill requiring the Industrial Commission and conciliation committees to award to adult females the same rates of pay as are prescribed for male employees who are doing the same work. The progress towards such equal pay will be spread over a period of five years. Clause 80 is based on the equal pay provisions of the Industrial Arbitration Act of New South Wales which has operated in that State since 1959, and notwithstanding the existence of those provisions industry has continued to expand and prosper in that State.

Provision is also included in the Bill (clauses 25 and 69) to empower the Industrial Commission and conciliation committees to grant preference in employment to members of registered trade unions, as has been the position for many years under the Commonwealth Conciliation and Arbitration Act and the Acts of the other States. I point out that this is not a direction that preference must be given to members of trade unions, but simply empowers the appropriate industrial tribunal to include such provision in its awards, subject to such conditions as the tribunal considers to be reasonable, after hearing argument on any application for the inclusion of such provision. Similarly another restriction which has operated quite unfairly against agricultural workers for many years in this State has been removed. The Industrial Commission will now be empowered to consider an application made to it for an award to be made for persons engaged in agricultural operations and to make an award on such terms as it considers to be fair and reasonable.

Much has been heard lately concerning the employment situation in this State and the need for keeping the State on a basis which is competitive with other States of Australia. It may therefore be of interest to honourable members to know that there is no restriction in any other State in Australia on employees in agricultural occupations being made subject to an award of an industrial tribunal nor is there any restriction in the Commonwealth jurisdiction; in fact, the Pastoral Industry Award was one of the first awards made by the Commonwealth Industrial Court after its creation in 1904. The removal of the restriction therefore will do nothing more than bring South Australia into line with the rest of the Commonwealth.

Another new provision which is included in the Bill (clause 28) empowers the Industrial Commission to determine the rates which will be paid to labour-only subcontractors in the building industry. Although the purpose of a second reading explanation is to explain the provisions of a Bill, I think that it is only fair to say that in accordance with the policy of my Party there is no reference in the present Bill to strikes or lock-outs. These are the main alterations which have been made to the industrial arbitration provisions of the present Act. Many sections have been re-worded and consolidated and a considerable amount of re-arrangement has been effected.

Although the industrial arbitration sections of the present Act were substantially amended in 1966, the only real alterations which have been made to the sections which deal with working conditions in factories, shops, offices and warehouses since the Code was passed in 1920 were those inserted in 1943, under wartime conditions, and just at the commencement of the industrial development of this State. What is now Part V of the Industrial Code is notable mainly for the omissions rather than for what it contains. Although there are many new provisions concerning working conditions included in the Bill, all of them have been tested and accepted in other parts of Australia and the United Kingdom.

Two new clauses which I am sure will commend themselves to all honourable members are clauses 189 and 190 providing for the constitution of a Factory and Industrial Welfare Board which will have as members representatives of employers and trade unions under the chairmanship of the Secretary for Labour and Industry. The board will advise the Minister on any matter which he refers to it relating to the prevention of industrial accidents and the safety, health or welfare of employees in industry. Bodies of this or a similar nature are now successfully operating in all States of Australia; in some States they have been in existence for a number of years.

Another new provision (clause 157), and one which operates in all other States, is that no new factory is to be erected without the approval of the Secretary for Labour and Industry of the plan of the building. This is designed to ensure that all new factory premises are erected in accordance with the provisions of the Bill and the regulations to be made under it, and so obviate the unnecessary expense which has been occasioned in the past by factories being built and then having to be modified immediately because it was found, upon application for registration, that parts of the factory did not comply with the law.

The present Act places the onus on the occupier of every factory to ensure that all machinery therein is properly safeguarded. This is retained in the Bill, but in addition provision is made (clause 165) prohibiting any person from selling or hiring machinery which is intended to be used in a factory, unless certain basic requirements concerning the guarding of that machinery are observed. Cases have occurred where machinery has been purchased in good faith, but then it has been found that essential guarding has not been provided. This matter was considered by the International Labour Conference in 1962 and 1963, and a convention was adopted on which the provision is based. Similar provision has already been made in the laws in New South Wales and the United Kingdom.

Many of the clauses dealing with safety, health and welfare matters authorize regulations to be made detailing the safeguards which must be taken or the amenities which are to be provided in factories and warehouses and, in a number of cases, also in shops and offices. Clause 188, which regulates the hours of baking of bread in the metropolitan area of Adelaide, contains the provisions at present contained in section 8 of the Bakehouses Registration Act. The Government considers this matter should be administered by the Minister of Labour and Industry rather than the Minister of Health.

As well as repealing the Industrial Code, the Bill provides for the repeal of the Country Factories Act, and the provisions relating to working conditions in factories, shops, offices and warehouses contained in the Bill will therefore apply to those premises in the metropolitan area and in areas to which the Country Factories Act at present applies. Those areas are set out in the Second Schedule to the Bill. Clause 155 enables the Governor, by regulation, to apply the provisions of the Act relating to factories, shops, offices and warehouses to additional parts of the State.

Many of the clauses repeat existing sections of the Industrial Code, either in precisely the same words or with some drafting alterations. I do not therefore intend to weary the House by referring to every clause, other than those I have mentioned, but will deal only with clauses which differ significantly from existing provisions. In the interpretation clause (clause 5), apart from some drafting amendments, the omission of definitions of "agriculture", "strike"

and "lock-out", and the inclusion of a definition of "contractor", the definition of "employer" has been altered to include the Lotteries Commission, the Totalizator Agency Board and proclaimed statutory bodies. The definition of "factory" now includes laundries and Government factories, and the definition of "industry" now includes the St. John Ambulance service.

Clause 25, dealing with the jurisdiction of the Industrial Commission, now includes, besides the provision for preference, power to authorize officials of registered employees' associations to inspect records (paragraph (*b*) (iv)), and provision for employers' associations to apply to the commission. Clause 26 (2) is new in that it empowers the President to determine questions as to dismissals, a power hitherto exercised only by consent of the parties. Clause 32 (1) (*d*) differs from section 47 of the present Code in that it provides that awards will affect contracts only so far as the terms of the award are more beneficial.

Clause 37, dealing with the recovery of amounts due under awards, now includes claims under industrial agreements, and increases the period for which claims may be brought from 12 months to six years. Part V of the Bill dealing with conciliation committees remains substantially unchanged. Clauses 62, 67, 72, 74 and 76, are different from the corresponding provisions of the present Code in certain procedural respects.

I draw attention next to clause 82, which deals with payment to employees engaged in two or more classes of work, a matter at present covered by sections 120b and 201 of the present Code. The main alteration in this respect is that subclause 2 (*b*) provides for payment at higher applicable award rates rather than the lower rates as at present provided. Subclause 3 is new. It provides, in effect, that if a metropolitan employee works for more than a week in the country, the country award applies while, if he works in the country for less than a week, the metropolitan award will apply. Provision has also been included to cover the position of country employees working in the metropolitan area.

Clauses 86 and 87 simplify procedures. Clause 89, dealing with allowable deductions, now includes association subscriptions. Clause 90 contains two new provisions. It authorizes the Government to pay its employees by cheque, and requires any stamp duty incurred by virtue of wages being paid by cheque to be paid by the employer. In addition, the period for which wages may be recovered has been increased from 12 months to six years.

Subclause 4 provides for an injunction to restrain the commission of further breaches of awards and orders. Clause 92 differs from the old section 122 in providing that the new section is qualified by the initial words "except pursuant to an award or order". It also omits the existing provision that an employer may not dismiss an employee because he is not a member of an association. Clause 94, which corresponds with sections 132a and 216 of the present Act, now contains a requirement for keeping all records of long service leave, and requires time and wage records to be kept for six years, instead of 12 months as at present provided. Clause 97 restricts premiums as regards all apprentices and improvers, and not only females working on clothing or wearing apparel.

Clause 101, apart from drafting amendments, provides by subclause (3) (*c*) that the commission may direct a commissioner to furnish a report in connection with an appeal. Subclause 7 is also new in providing that once an appeal is made, a committee or commissioner may not alter the part of an award or order that is under appeal. Clause 111 differs from existing section 96 in providing that a party may withdraw from an industrial agreement and not terminate the agreement completely. It is unsatisfactory, where agreements have many parties, for one party to be in a position to terminate it altogether. Clause 124 dealing with payment of arrears of wages now extends the period from 12 months to six years. Clause 125 provides that proceedings for offences may be brought within 12 months, not six as at present.

Clause 130 (2) adds to the existing provisions relating to the refusal of registration of an association where there is already in existence a registered association to which the members of the applicant association might conveniently belong a provision that they do not apply where both associations are registered under the Commonwealth Act. Clause 136 (3) differs from existing section 71 in providing that, where alterations to rules have been made under the Commonwealth Act, the alteration may be registered under the State Act. Clause 158 providing for approval for the erection of cranes in factories is new. Approval already has to be obtained for the erection of cranes, except in factories under the Lifts Act. The new provision will cover the position in factories.

Clause 159, which combines existing sections 282, 283, 284 and 286 requiring the registration of factories, will require the registration of warehouses as well. Clause 163 (2) contains a new provision that records of outside work may be inspected not only by the Secretary for Labour and Industry and inspectors but also by persons authorized by the Industrial Commission or a committee by award or order. Clause 164 dealing with records and notices of accidents has been extended to cover warehouses as well as factories. It also provides for accidents incapacitating an employee for more than one working day instead of 24 hours as at present. Clause 166 extends the existing section dealing with dangerous machinery to warehouses as well as factories.

Clause 167 relating to the prohibition of the use of dangerous machinery, substitutes the Chief Inspector for the Minister. Clause 168 (2) provides for a space between a fixed structure and a traversing part of any machine to be as prescribed by regulation and not fixed at 18in. as at present. Clause 170 makes special requirements regarding lead processes because of the dangers associated with such processes. Clause 171 extends the provisions regarding protective equipment to all factories, and not only factories where welding takes place. Clause 173 differs from existing section 348 in prohibiting cleaning by any person in dangerous circumstances, and not only persons under age. Clause 175 (1) (*d*) and (*f*) are new. Clauses 176, 178 and 179, besides covering warehouses as well as factories, are more embracing than the corresponding provisions of the present Act. Clause 181 dealing with doors, stairways, etc., will now apply not only to shops but also to factories, offices and warehouses. It is somewhat wider than the corresponding sections of the present Act, and provides, by subclause (2), that an owner shall provide fire prevention appliances.

Clause 183 making provisions regarding unsafe clothing or hair is new. Clause 178 (2) is wider than existing section 359 in applying not only to factories but also to shops, offices and warehouses, and in providing for meal breaks for all employees, not only women and young persons. Clause 206, corresponding to sections 306 and 327 of the existing Act, is wider in scope, in particular enabling an inspector to order an occupier to desist from using dangerous machinery. I have tried to deal with the principal amendments to the law made by this Bill, and to draw attention to the main alterations made to sections of the principal Act without going into too much detail. A lengthy Bill such as this is largely a Committee Bill, and I trust that the Bill as a whole will receive the favourable consideration of all members.

Mr. COUMBE secured the adjournment of the debate.

STAMP DUTIES ACT AMENDMENT 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 4. Page 2407.)

Mr. HALL (Leader of the Opposition): As the Treasurer has said, this Bill does three things. The first amendments relate to facilitating the keeping by members of the Stock Exchange of records of transactions, and the members of the Stock Exchange will be able to submit certificates regarding the correctness of the amount of stamp duty tendered. The Commissioner of Stamps and Succession Duties will then be able to make spot checks in order to ensure that the certificates and amounts are correct. This provision seems sensible, and I agree to it.

The second main point that the Treasurer made related to the duties payable, as provided in the Second Schedule, in cases where mortgage finance is involved, and the Treasurer particularly instanced housing finance. In that case the mortgage is transferred and lending is involved in issuing security for further money taken into the business to finance housing loan activity. I understand from the Treasurer's explanation that this will mean a concession in rates, but perhaps he will explain that in Committee. It appears that a flat rate of $3 instead of a percentage rate is to apply.

The Hon. D. A. Dunstan: It is to ensure that double duty is not paid.

Mr. HALL: I understand that, but I will not question the Treasurer now as this seems to be a sensible provision. There are one or two other provisions about which I would like information at the appropriate time. The other point refers to a decision of the House of Lords and the fact that the South Australian definition of "principal security" closely follows the British definition. In this regard, the Treasurer or his officers seem to be afraid that the new decision of the House of Lords

may mean that, by re-arrangement of agreements, certain mortgages to secure payment of moneys may escape the percentage application of duty, and that a small flat rate may apply to the agreement which would be defined as the "principal" rather than "principal security" existing to back up this agreement. As these three sensible amendments will facilitate stockbroking business, help prevent the payment of double duty, and sustain the collection of taxation in regard to the defined agreement, I approve of the Bill.

The Hon. B. H. TEUSNER (Angas): I support the Bill and commend the Government for introducing it. I have not had an opportunity to read the Treasurer's entire second reading explanation but, having looked at the Bill hurriedly, I believe that the Leader of the Opposition has explained the matter correctly and supported the Treasurer's explanation. The Bill deals with three topics, the first of which relates to stamp duty payable by brokers in respect of the sale and purchase of stocks and shares by them on behalf of clients. The Marketable Securities Act, which amended the Stamp Duties Act, made it encumbent on stockbrokers to lodge certain returns with the Commissioner of Stamps and Succession Duties. Stamp duty was to be payable in respect of sales and purchases recorded, and returns had to be lodged weekly.

The provisions of this Bill will simplify the procedure and bring the Act into line with the practice in other States. I understand, from the Treasurer's second reading explanation, that this amendment was requested by the Adelaide Stock Exchange. Pursuant to the provisions of the Bill, the broker's certificate that the stamp duty tendered is in accordance with the records kept by him will be lodged with, and accepted by, the Commissioner. That seems a reasonable provision because the Commissioner has access to the records kept by the broker and, if he doubts the correctness of the certificate, he can examine his records to verify its correctness.

The second matter referred to in the Bill relates to the stamp duty that will henceforth be payable in respect of transfer of a mortgage. At present the duty payable is the same as that which applies to the conveyance of any land or real estate. However, it varies, I believe, from $1.25 to $1.50 according to the value of the property transferred. This will mean that if a mortgage, particularly a large mortgage, is transferred, considerable stamp duties could be payable. The Bill provides that, if a mortgage in respect of property on which a house is situated or on which a house is in the course of construction is transferred, the stamp duty will not be the same as the amount payable in respect of a transfer or conveyance of real estate, but that the flat rate of $3 will apply. That is a reasonable provision, because that sum is much less than the sum that would be payable if the old rate of duty applied. Therefore, I heartily support that amendment.

The final amendment has been brought about, according to the Treasurer's remarks, by a recent decision of the House of Lords. Pursuant to the provisions of the present legislation, any collateral security given to a primary security is exempt from stamp duty altogether. In the decision (which deals with an agreement providing for the giving of a mortgage as security in respect of a transaction), it has been held that the agreement itself is the primary security and, consequently, if that decision applies in this State it means that considerable stamp duty, or revenue, would be lost to the Government because the stamp duty payable on many agreements is only 10c. If the collateral security given (a mortgage, for instance) was exempt from stamp duty there would be a considerable loss of revenue. Consequently, this amendment provides for additional revenues to be received by the Treasurer. Because of the decision of the House of Lords this is a desirable amendment, and I support the Bill.

Bill read a second time.

In Committee.

Clauses 1 to 5 passed.

Clause 6—"Amendment of principal Act, Second Schedule."

Mr. HALL: Is the $3 flat rate a concession?

The Hon. D. A. DUNSTAN (Premier and Treasurer): It allows for the insurance of a housing mortgage, and will encourage funds to be brought in for the purchase of mortgages. Under the present Act these new funds would have had to pay *ad valorem* duty at the same rate as on the original mortgage. This will allow a flat rate for the mortgaging of a mortgage.

Mr. Millhouse: I suggested this to you some months ago by way of question.

The Hon. D. A. DUNSTAN: We are encouraging the insurance of loans through the Housing Loans Insurance Corporation, a suggestion at which the member for Mitcham scoffed.

Mr. Millhouse: I never scoff at anything that is done for the good of the State.

The Hon. D. A. DUNSTAN: This is one of the actions taken by the Government in order to allow moneys to be used in the housing industry. It is a means of preventing extra stamp duty that might inhibit moneys coming into that field.

Mr. HALL: Is this an average figure?

The Hon. D. A. DUNSTAN: It would be less than the average.

The Hon. B. H. TEUSNER: Would the transfer of a mortgage that had been given over a house situated on land or a house being constructed on the land bear stamp duty at the rate of $3? Assuming there was a mortgage over that property, that mortgage would bear a flat rate of $3 instead of the *ad valorem* duty?

The Hon. D. A. DUNSTAN: Yes.

Clause passed.

Title passed.

Bill read a third time and passed.

BARLEY MARKETING ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from September 28. Page 2283.)

The Hon. G. G. PEARSON (Flinders): Although this is only a short amendment it is necessary because of the effluxion of time and, if it is not passed, the statutory authority for the existence and conduct of the affairs of the Barley Board will cease to exist. No-one can object to the Bill and, indeed, there are many reasons why it should have a speedy passage. This is a Bill that comes before the House occasionally: since the life of the Barley Board was extended five years ago it has not been before the House and no reference has been made to it. This, of course, is a tribute to the way the board has conducted its affairs. It operates in the interests of barleygrowers in South Australia and Victoria, and they are people who are not without ideas about how things should be run and what action should be taken in their interests. The fact that no major difference has arisen between growers and the board is, I think, a tribute to the board and to its work. The parent Act, which set up this board, came into force in 1947 and few changes have been made to the legislation since that time. Certain changes, however, have been suggested from time to time: for example, problems have arisen with regard to the board's jurisdiction, resulting from the operation of section 92 of the Commonwealth Constitution, and there have been reports of the freedoms that exist under that section, a section which, for my part, I should be reluctant to remove.

There have been disturbing reports that the board's jurisdiction has been to some extent circumvented by border movements of barley, in most instances from New South Wales into Victoria and *vice versa*, and that this has had a detrimental effect on the board's operations. However, it seems that the remedy for this matter lies, in some cases, in the board's hands. A full payment in cash for barley seems to be advantageous to the grower, who prefers this to waiting until the final determination of the board in respect of a year's pool for his final payment. Having had about eight years' experience on the Barley Board as a grower member, I believe that these problems are not of such a magnitude as to justify any drastic changes in the constitution or legal powers of the board.

Concerning the Barley Board's operations on Yorke Peninsula, I refer to the tacit agreement made in good faith between growers and the Government, whereby the growers agreed that barley shipped through a new terminal at Giles Point would be subject to a special loading. I heard the Minister recently answer a question on this matter and, of course, it does not become a really urgent matter in some respects until the silo is erected and the conveyor is about to become operative. But I am rather interested that the evidence tendered to the Public Works Committee by the General Manager of the Marine and Harbors Department, which was cited in the committee's report, should, in fact, have been included in the committee's recommendations. Under the Barley Marketing Act, it seems to me that the board already has ample powers to impose a differential charge on the barley at Giles Point, without having to make a special enactment in regard thereto. Section 19 (2) of the Barley Marketing Act, 1947, provides:

(2) In determining the price to be paid for any barley the board shall take into account—

(*a*) the amount received or to be received by the board from the sale of barley of the same classification and season;

(*b*) the expenditure incurred by the board in connection with transporting and marketing the barley and the administration of this Act;

(*c*) the place at which the barley is delivered to the board;

(*d*) any other circumstances affecting the value of the barley.

Similar provisions exist also in the Wheat Industry Stabilization Act of 1954. It is common knowledge that the Barley Board receives from growers at various country sidings barley which, on being delivered by the grower, becomes the property of the board. That barley is transported by rail or other means to a terminal, whence it is shipped. The board, on behalf of the grower and in agreement with the Railways Commissioner, automatically deducts the freight on the barley from the point of delivery to the point of shipment, and pays to the Railways Commissioner the freight which is so incurred and which is deducted from the grower's account. The barley may then be sold on the basis of either f.o.b. or c.i.f., but in either case the board is responsible for the cost of putting the barley aboard ship, and therefore deducts from the grower's account the sum involved in terms of section 19 of the Act.

In my view, in so far as the board already meets the Marine and Harbors Department's charges for the movement of barley across its wharves at five other outports in the State, there is no reason why it should not meet the charge imposed by the department for the movement of barley across the elevator at Giles Point. I believe that authority already exists in the Act in this regard, and I wonder why special legislation is necessary. It seems that the department could merely render the account to the Barley Board for the cost of shipping barley at Giles Point, including the additional 2½c, which is the agreed contribution by the growers, and that the board could deduct a similar sum from the grower's account in respect of deliveries to that location. I am not sure that any more is involved in the matter than this. A charge by the department for the use of its belts already applies. I recently asked the Minister whether it would be possible to reduce the charge.

The Hon. C. D. Hutchens: It is fixed for five years.

The Hon. G. G. PEARSON: It might have been said that it should operate for five years, but nobody would growl if the Minister reduced it. However, this is not the time to argue that point. The charge does apply and is paid by any authority or board using this service. I see no reason why an additional charge should not be included in the accounts of this centre; there is no need for additional legislation in order to authorize the deduction from growers' accounts of this agreed contribution at Giles Point, nor is there difficulty in passing it on to the harbour authority which makes this charge to allow for the cost of amortization of the installation at this point. An examination of section 11 of the Wheat Industry Stabilization Act shows that equal authority exists for the Wheat Board to do the same thing regarding the wheat delivered at Giles Point.

I believe growers' interests have been well served by the establishment of the Barley Board. This body took over as a statutory board after the war-time emergency board ceased to function. The legislation to establish the board was drafted at a meeting of growers, under the chairmanship of the Parliamentary Draftsman, held at Maitland. As a result, the Act was put on the Statute Book, and the board was formed. I believe it has functioned well. As a barleygrower, I pay a tribute to all those members who served on the board originally and to those who are now on it. I have pleasure in supporting the Bill, which extends the life of the board for five years.

Mr. FREEBAIRN (Light): In adding my support for the Bill, I thank the member for Flinders for the fine work he did as a member of the Australian Barley Board. I do not know whether all members appreciate that before he entered Parliament the honourable member rendered sterling service to barleygrowers in South Australia as a member of the board. Although the District of Light does not produce much barley (certainly not as much as is grown in the districts of the members for Flinders and Yorke Peninsula), some barley is grown on the northern Adelaide Plains, at Kapunda and around Riverton. Therefore, I believe I should express appreciation to members of the board for the fine work they have done in marketing growers' barley in recent years. As all members know, the situation in the rural industry has not been as good as it might have been in recent years. The work done by members of the board in disposing of farmers' crops deserves wide appreciation. I know that barleygrowers in South Australia are most appreciative of the work done by members of the board in clearing the seasonal crops.

Some months ago, in company with the member for Victoria, I visited the premises of the Barley Board in Chesser Street and was most interested to see what is done to classify the various categories of barley grown

in South Australia. I believe the organization there deserves high praise. Although at harvest time we occasionally hear that farmers are not entirely satisfied with the classification of their barley, I believe most farmers appreciate that the classification committee does a good job. The Australian Barley Board is a good example of the way a primary producers' board should work. I understand that all barleygrowers in South Australia (including all those who have delivered barley in any quantity to the board in any of the preceding three years) are entitled to vote for the election of grower members. Even if a grower has been unable to deliver any barley in the preceding three years, provided he has sown 30 acres in any one year he is able to enjoy a franchise and vote for his representative on the board.

I remind honourable members of the constitution of the board: it is made up of seven members including the Chairman, who is appointed by the Governor. The Victorian growers elect one member and the Victorian Government nominates a member; three grower members are elected directly by all barleygrowers in the State; and one member represents the consumers in Australia (the brewers and maltsters). Altogether this is a happy arrangement indeed for all parties concerned. In South Australia there are about 10,000 barleygrowers, and almost 2,000 in Victoria. I suggest that of those 12,000 hardly one grower would be dissatisfied with the way in which the management of the Australian Barley Board conducts its affairs.

Mr. FERGUSON (Yorke Peninsula): I add my support for the Bill to that of the members for Light and Flinders. I represent an area which, I suppose, produces more barley than any other area in the State. Not only has it been one of the greatest barley-producing areas in the State but in the past it has produced some of the best barley in the world, and this has been proved. Of course, that may not be so now because, with the advent of barrel medic, the quality of the soil has been so altered that the quality of the barley has been reduced. I well remember the conference held at Maitland under the direction of Sir Edgar Bean; I was a member of that conference out of which the Barley Board and the Barley Marketing Act came into existence. I am sure the Act has been of great value to barleygrowers throughout Victoria and South Australia.

The member for Flinders referred to the operations of the Barley Board. Of course, it is well known that the operations of the board have changed drastically since the Act was last amended. The method of receival of barley has been changed. Much pressure was exerted by the growers for a change from bagged barley to bulk barley, and the bulk method has been proved satisfactory as a result of experiments carried out by the board in the last five years. As a result, barley in bulk is now being received by the board at many centres in South Australia. Another important improvement has been the classification of barley at the point of receival. Previously barley had to be sent to a central place in the city for classification. The Barley Board is still responsible for the receival of barley, and I think this function ought to be transferred to the co-operative, because that arrangement would be more satisfactory to the growers.

Mr. RODDA (Victoria): Probably more barley should be grown in my district.

Mr. Hurst: Your district would not grow as much as is grown on Yorke Peninsula, would it?

Mr. RODDA: No, and we could not grow barley of a quality that would interest maltsters. However, barley is superior to oats as a fodder. It is a great yielder and is a nitrogen feeder, and I consider that farmers who have clover lands ought to be encouraged to make full use of the advantages of barley. The member for Flinders (Hon. G. G. Pearson) has made a great contribution to the barley industry, and it is fitting that the board should be enabled to continue. As I have said previously, in the higher rainfall areas, where we can stock heavily and use the surfeit of pasture for most of the year, we are inevitably confronted with a period when the paddocks are bare and yet have to be maintained. They can be maintained if there is no risk of soil erosion and, although barley is not a safe feed for stock or sheep in the initial stages, after the stock and sheep have been brought on to it with prudence, they derive much nutrition from it. This matter is important to the economy of South Australia. I support the Bill.

Mr. McANANEY (Stirling): I, too, support the Bill. I agree with the member for Light (Mr. Freebairn) that this board is ideally constituted, because of the grower representation. All boards that are similarly constituted

are successful, whereas authorities that comprise representatives of conflicting interests, such as merchants, consumers, and producers, seldom formulate sound and constructive policies. Although in earlier years the many inconsistencies in barley grading caused disappointment, technical advances made over the years have enabled classification to be as accurate as possible, and I congratulate the board on the improvement that has been made in that regard. Regarding prices, I think that the Prices Commissioner originally fixed the price of barley for home consumption.

The Hon. G. G. Pearson: That was only during the Second World War.

Mr. McANANEY: I disagree with my colleague about that, because in 1952 I took part in negotiations to end this practice after resolutions asking for it had been passed at conferences of primary producers. In recent years the price has been fixed after negotiation with the maltsters, and the producer, who at one time received a comparatively low price, is now receiving slightly more than the export price. The extension of the period of operation of the board will be of advantage to all parties concerned.

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

ADJOURNMENT

At 4.46 p.m. the House adjourned until Tuesday, October 10, at 2 p.m.