

# SOUTH AUSTRALIA

## PARLIAMENTARY DEBATES (HANSARD)

### SECOND SESSION OF THE THIRTY-THIRD PARLIAMENT, 1951

Parliament, which adjourned on November 23, 1950, was prorogued by Proclamation dated January 4, 1951. By Proclamation dated May 31, 1951, it was summoned to meet on Wednesday, June 27, 1951, and the Second Session began on that date.

#### LEGISLATIVE COUNCIL.

Wednesday, June 27, 1951.

The PRESIDENT (Hon. Sir Walter Duncan) took the Chair at 11 a.m.

#### OPENING OF PARLIAMENT.

The Acting Clerk (Mr. G. D. Combe) read the proclamation by His Excellency the Governor's Deputy (Sir Mellis Napier) summoning the second session of the thirty-third Parliament.

#### GOVERNOR'S SPEECH.

His Excellency the Governor, having been announced by the Acting Sergeant-at-Arms (Mr. A. D. Drummond), was received by the President at the bar of the Council Chamber and conducted by him to the Chair. Members of the House of Assembly having entered the Chamber in obedience to the summons of the Governor, His Excellency read his Opening Speech as follows:—

Honourable Gentlemen of the Legislative Council and Gentlemen of the House of Assembly:

1. I have called you together for the dispatch of business.

2. My Ministers and I, in common with citizens in all walks of life, look forward with profound pleasure to the visit of Their Majesties the King and Queen and Her Royal Highness, the Princess Margaret. Arrangements are being made to ensure that as many people as possible will participate in celebrations

demonstrating loyalty and affection towards Their Majesties. Although the King, in accordance with the recommendations of his medical advisers, is restricted to a limited programme of travel, Their Majesties have graciously agreed to visit Port Lincoln; and my Ministers hope that Princess Margaret will be able to make excursions into country areas and have sent proposals for this purpose to the authorities in England.

3. The Jubilee of the union of the Australian Colonies in a Federal Commonwealth has been celebrated in South Australia in a manner befitting this important occasion. My Ministers desire to pay a special tribute to all those whose energy and devotion ensured the marked success of these celebrations.

4. The opening of the season in the settled areas of the State has been unusually favourable. The early rains which fell while the soil was still warm were followed by mild weather and further substantial falls, thus creating ideal conditions for crops and pastures. A gratifying feature of our primary industries is the continued development of land in high rainfall areas. As a result of advances in scientific knowledge and technique, country previously thought incapable of development is being converted into valuable pasture through the medium of subterranean clover, superphosphate, and mineral elements. My Ministers estimate that by the work of the Lands Development Executive and private enterprises, including the A.M.P. Society, another 100,000 acres will

be brought under pasture this year. As a consequence of the high price of wool it is likely that there will be a reduction of about five per cent in the area sown to wheat this season. On the other hand, a substantial increase in the area of stubble sown to oats for grazing and some increase in the area sown to barley are expected. The strong demand for meat, dairy produce, and eggs should induce primary producers in settled areas to give more attention to animal production. There is a growing need for further investigations and advisory services in this field; and to meet this need my Government is strengthening the staff of the Department of Agriculture. A serious difficulty affecting primary industries is the lack of farm labour. My Ministers consider that measures should be taken to make country life more attractive and to encourage young men to take up life on the land. To this end the Government has approved of the establishment of Young Farmers' Clubs and proposes to make finance and organization available for a general Rural Youth Movement. As a first step, a council of citizens will be appointed representing the Departments of Agriculture and Education, the Advisory Board of Agriculture, the Royal Agricultural and Horticultural Society, financial institutions, the newspapers, and the broadcasting stations. There are reasonable grounds for hoping that the fruit fly, which threatened such dire consequences to horticulture, has been eradicated. During last summer there was no evidence that the pest had persisted, and although it cannot be definitely assumed that it is eliminated, it is clear that the measures taken to destroy it have been very effective. A close watch for any further outbreaks will be maintained.

5. The unsettled conditions in industry and international affairs have caused the gravest concern. A most serious result of these conditions is that supplies of materials vital to our industries and development are being cut off. The position in regard to steel affords an example. On the one hand this State cannot secure sufficient steel from Australia because production is kept low by shortage of coal, and because interstate transport is impeded by shipping and loading difficulties. On the other hand it is impossible to obtain sufficient supplies from abroad by reason of delays in our ports and restrictions imposed by overseas Governments in the interests of defence. Every effort is being made to deal with the transport difficulties so far as they arise in South Australia; but many of the problems

are outside the jurisdiction of the State. Attention has been given to the problem of increasing the supply of cement, as shortage of this commodity seriously retards development and housing. Relief can be gained, although at some expense, by importing cement from overseas; and the Government has ordered substantial amounts for its own requirements in order to reduce the demand on the local product. The only satisfactory solution, however, is to increase production in South Australia. For this purpose the Government, on the recommendation of the Industries Assistance Committee, has arranged for a loan to the Adelaide Cement Company to enable it to duplicate its kilns. The Portland Cement Company is also carrying into effect meritorious proposals for increasing output and my Ministers expect that before long South Australia will be relieved from the necessity of importing cement and of restricting its use.

6. The control of prices has at all times received careful consideration. Most of the factors determining price levels are not within the control of any Government; but so far as prices can be controlled by Governmental action, success has been achieved. In South Australia prices are relatively low as compared with those of other States and the rate of increase is also relatively low. Nor should it be forgotten that commodity prices in Australia are low in comparison with those prevailing in other countries.

7. Marked progress has been made on the Leigh Creek Coalfield. Exploratory work carried out by the Department of Mines has disclosed further large quantities of coal, some of which can be worked by open cuts. The open cut coal already proved is sufficient for the projected Port Augusta power station for 30 years. Investigations are being made into the economics of a second and larger power station adjoining the first. The plant on the coalfield is working well and electricity for the field is now being produced from Leigh Creek coal instead of oil. The construction of a reservoir in the Aroona Gorge has been approved and preparations for the work are progressing satisfactorily. This reservoir will materially improve the water supply of the coalfield.

8. Notwithstanding the difficulty of obtaining equipment the Electricity Trust has continued to meet all current demands on its plant. At the same time major works to cope with the growth of the trust's undertaking are well in hand. The construction of the

power station at Port Augusta and of the main transmission lines connecting it with the metropolitan area is proceeding satisfactorily, and the new plant at Osborne is being installed with all possible speed. The amount of Leigh Creek coal used at Osborne has increased from 1,500 to 3,000 tons a week. In the country, mains are being extended as rapidly as possible, particularly on Yorke Peninsula. The trust has taken over the electricity supply of Port Lincoln and is constructing a new power house in that town. Extensions of the Port Lincoln system to Tumbly Bay and Cummins are in course of construction. The business of the trust continues to increase at the rate of 15 per cent a year.

9. My Government's policy of improving the railways has been continued. The proposals for the electrification of the suburban lines, involving the duplication of the line between Woodville and Henley Beach and the construction of an electrified railway from North Terrace to Glenelg, were favourably reported upon by the Royal Commission on State Transport Services and are now before the Public Works Committee. The Melbourne express is being further improved by more air conditioned cars and it is expected that the first of the diesel-electric engines will be in use before the end of the year. The broadening of the gauge of the South-Eastern railway is proceeding beyond Naracoorte at a satisfactory rate, having regard to the resources available for this work. A project for a railway to link Morgan with Barmera has been referred to the Public Works Committee. This project involves the building of bridges near Cadell and at Kingston to accommodate both rail and road traffic. Over 2,500 new Australians are now employed in the Railways Department where they have rendered valuable services, both in transportation and construction. Steps are being taken to obtain a further 1,340 railway employees so as to provide improved services in rural areas and better working conditions.

10. The Royal Commission on the route of the northern railway between Brachina and Stirling North has now been constituted. Mr. Justice Wolff of Western Australia has been appointed as chairman, the other members being Mr. E. A. Fargher, representing South Australia, and Mr. R. J. Fitch, representing the Commonwealth. My Ministers desire that this vital question be settled at an early date.

11. The important task of augmenting the Adelaide water supply has had constant atten-

tion. The laying of the pipeline from Mannum to Adelaide is proceeding. The speed of this work depends upon the rate of delivery of steel plate. My Ministers were perturbed by the sudden cessation of deliveries of steel ordered from England, but are making every effort to secure further supplies. Concurrently with the building of the pipeline, progress has been made in the construction of the reservoir on the South Para River and the extension of the main from Salisbury to Adelaide. These works will not only ensure sufficient water for the metropolitan area, but will also serve country areas. The proposals for new reservoirs on the Onkaparinga and on the Torrens have been further investigated. A site on Myponga Creek has been selected for a reservoir to supply the Noarlunga, Aldinga, Yankalilla, Normanville, Willunga, and McLaren Vale districts, and designs for this work are being prepared. Good progress is being made in laying the pipeline along the east coast of Eyre Peninsula and sufficient material is on hand to bring the water to Tumbly Bay. The reticulation of this town has been completed and it is expected that it will be supplied with water early in August. The first section of the scheme approved by the Government for a permanent water supply to Yorke Peninsula is also in hand, but progress has been delayed by lack of steel plate. Steel is now coming forward for the pipes by which Jamestown, Caltowie, and intervening lands will be supplied with water from the Morgan-Whyalla pipeline. The water supply for Clare, Farrell Flat and adjacent country land has been completed and a supply for Auburn will be available before next summer. Arrangements are also being made for township water supplies for Port MacDonnell, Meningie, Milang, Lameroo, and Karoonda.

12. Satisfactory progress has been made in the improvement and extension of the metropolitan sewers and every effort has been made to meet the requirements of the constantly growing residential areas. Plans and designs for the building of a new plant to take the place of the Islington Sewage Farm have been prepared and this project, estimated to cost £5,000,000, will be referred to the Public Works Committee. A number of country sewerage schemes prepared by the Government and accepted by local authorities are also being investigated by the committee.

13. The Harbors Board has continued to carry into effect the Government's policy of improving harbours. At Port Adelaide the

No. 1 berth has been completed and the construction of cargo sheds and the reconstruction of other berths are in progress. The land required for the Port Adelaide development scheme is now being acquired in accordance with the authority given by you last year. Numerous other harbour projects are receiving the attention of the board. They include the enlargement of the Osborne coal-handling plant, the rehabilitation of the Glanville Dock-yard, the improvement of the Port River channel, the provision of further navigational aids, the deep-sea port for the South-East and improved harbour facilities for Kangaroo Island. Some of these projects are already before the Public Works Committee. At Port Lincoln geographical surveys and geological examinations have been completed to enable the board to design additional accommodation at that port. At Port Augusta preliminary steps are being taken to provide the accommodation required in connection with the new power station of the Electricity Trust. The construction of facilities for fishermen at Robe has been completed and designs are being prepared for improvements at other fishing ports. Negotiations are also proceeding in connection with a scheme for the bulk handling of gypsum at Thevenard.

14. In spite of shortages, our arterial highways have been well maintained and, where necessary, reconstructed in accordance with the needs of increased volume or weight of traffic. Particular attention is being given to roads which open up new land for settlement and more money than ever will be made available for this purpose. Progress has been made also in the construction of roads to assist production and housing. The Government has maintained its policy of assisting councils in their road work. Interest-free advances of £800,000 for the purchase of efficient machinery have been made to councils in recent years and during the past three years grants to councils for the maintenance and construction of roads, mostly in rural areas, have amounted to approximately £2,000,000. This is double the amount so granted during the previous three years. Increased funds will be made available during the next five years.

15. Every effort has been made to ensure adequate accommodation and instruction for the State's growing school population. The number of pupils is now 93,500—the highest in the history of the State—and it is expected that during the next 10 years it will increase to 150,000. In order to obtain sufficient school buildings the Government has used to the

fullest extent the available resources of the Architect-in-Chief's Department and private contractors. It has also expanded the operations of the Education Department's building division which is expected to provide school class rooms at the rate of 165 a year. This output is being supplemented by pre-fabricated schools and class rooms imported from England. Among the schools now being built are a boys technical school at Norwood, a high school at Brighton, infant schools at Port Lincoln, Blair Athol, and Seaton Park, and primary schools at Hendon, Forbes, and Barton Vale. Preparations are also being made for extensions at the Teachers College and to build high schools at Minlaton and Naracoorte, a boys technical school at Nailsworth, infant schools at Renmark and St. Leonards, an area school at Allandale East, extensions at the Oakbank area school and a number of primary schools both in the metropolitan and country areas. The Government also proposes to erect a new high school in the Enfield district to be completed in the early part of 1953. The policy of consolidating schools has proved highly successful and has obviated the need for several hundred small schools and, at the same time, provided educational facilities of high standard for thousands of children. Transport services for the consolidated schools are now being successfully operated on a large scale.

16. Noteworthy progress has been made in dealing with the housing problem. The statistics indicate that the number of houses completed during the current financial year will be approximately 6,800—the highest number in the history of the State and 38 per cent above last year's total. South Australia is now building about 10 per cent of all the houses built in Australia, which is well above our proportion on a population basis; and our building costs are the lowest of any State, with the possible exception of Western Australia. The work of the Housing Trust has been an important factor in the success which has been achieved. For the current financial year the trust's output will be over 3,000 dwellings as compared with 1,780 last year. There are also 2,169 houses under construction by the trust, while contracts have been placed for 9,984. To relieve the demand on local supplies the trust has arranged to import pre-fabricated houses from the United Kingdom and other countries of Europe. Two hundred and seventy-eight of these houses have already arrived, and over 1,000 more are on order. The trust's programme of building in rural areas

is progressing satisfactorily. Ninety-seven contractors are now working for the trust outside the metropolitan area, and their operations extend over 66 country towns. In addition, farm houses are being built by the trust for the War Service Land Settlement Scheme. My Government has approved of an increase in the number of emergency houses from 1,000 to 2,000. To assist the Engineering and Water Supply Department to provide water and sewerage for new houses, a further 400 emergency houses will be built specifically for employees working for this department.

17. The programme of building and enlarging hospitals is being continued. Works under construction include nurses' blocks at the Royal Adelaide Hospital and at Parkside Mental Hospital, and a nurses' home for the staff of the proposed maternity section at Woodville. A tender has been accepted for the construction of this section. The Government has prepared a comprehensive scheme for submission to the Public Works Committee in connection with the hospital buildings at Northfield. This scheme includes additional accommodation for male, female, and juvenile mental patients, as well as for female sufferers from tuberculosis. Proposals for new accommodation for female patients at Parkside have also been approved and tenders will shortly be called for this work. Plans are being drawn for additional hospital buildings and nurses' quarters at Port Pirie Hospital. The rapid increase in the number of patients at Mount Gambier has rendered it necessary to revise the scheme for a new hospital for this town and sketch plans for buildings to accommodate 210 patients have now been prepared. This project is before the Public Works Committee. In addition to improving Government hospitals, my Government has made increased grants to the subsidized hospitals throughout the State, as well as special grants to community hospitals at Ashford, Glenelg, Hindmarsh, and LeFevre Peninsula.

18. The transfer of the Medical Branch of the Education Department to the Health Department has been approved. This is in accordance with the report of the committee which inquired into the consolidation of health services and in accordance with the practice in many other countries. Considerable attention has been given to the epidemic of poliomyelitis. In addition to ensuring adequate hospital facilities for sufferers the Government has arranged a comprehensive plan of investigation and research into all aspects of this disease,

including aftercare. The X-ray health survey in connection with tuberculosis is continuing satisfactorily and this work will be extended by co-operation between the Hospitals Department and the Health Department.

19. Prospects for the successful working of pyrites deposits at Nairne are favourable. There is a world shortage of sulphur and it is not likely that Australian requirements can be met by imports. On the other hand, there is an ever increasing demand for sulphur for the manufacture of fertilizers which are vitally essential to agriculture. The Government, therefore, has organized a company to work the Nairne deposits. In this company the existing superphosphate companies and the Broken Hill Proprietary Company Limited will have an interest. The Government is willing to assist the new company financially, and has submitted the project to the Industries Assistance Committee for a recommendation. Investigation of the uranium deposits at Radium Hill has revealed the presence of appreciable quantities of uranium and the Government is now considering the problem of extracting the uranium from the ore and its use as a source of power. During last year the output of limestone, gypsum, dolomite, talc, and salt was the highest in the history of the State. The Government has continued to assist in the development of minerals required for the manufacture of building materials.

20. Notable progress has been achieved in our forestry undertakings. The output of softwood timber is now at the annual rate of 100,000,000 super feet—an increase of 25 per cent above last year. In addition, small trees of species other than *pinus radiata* are being converted into pulpwood for the manufacture of paper in Victoria and the production of cardboard and paper in the South-East. The Public Works Committee has reported in favour of the proposed extensions to the Nangwarry saw mill and energetic measures have been taken to complete the new buildings and plant by the end of this year. These extensions will bring the total annual production of fruit cases at Nangwarry up to more than 2,000,000, thus doubling the output. Plans for the erection of a large central mill near Mount Gambier are being prepared and a suitable area of land has been purchased. The net area approved for this year's planting is 4,000 acres and efforts will be made to complete this programme as far as the labour available permits. The total area of the forests is now 114,500 acres. My

Ministers estimate that the revenue from the forests and saw mills this year will be £650,000—the highest of all time.

21. Upon the unanimous request of the Municipal Tramways Trust my Government has approved of the appointment of a committee of inquiry to investigate the administration, finances, and future policy of the trust. The committee consists of Mr. D. B. Howard, Assistant Auditor-General; Mr. C. B. Anderson, C.M.G.; and Mr. J. S. Mehan. The recommendations of the committee will receive full consideration.

22. The settlement of ex-servicemen on the land in accordance with the agreement between the State and the Commonwealth has continued and 616 settlers have been allotted holdings under the scheme. In addition, 135 settlers have been selected for the allocation of blocks now being developed. An area of 52,400 acres on Kangaroo Island, commonly known as area "B," has been accepted by the Commonwealth and is being prepared for settlement. The development is extending into area "C" which contains 61,155 acres and has been submitted to the Commonwealth. The land in counties Russell and Cardwell previously submitted to the Commonwealth for war service land settlement was not accepted for this purpose. The Government has directed that it shall be developed by the State alone under the Crown Lands Development Act. An investigation of the possibilities of war service land settlement on an area on Yorke Peninsula has been undertaken and reports will be available shortly. During this year my Government has experienced difficulty in obtaining land for settlement, and has issued instructions for a thorough survey of the South-East, with the object of finding additional areas. A project for developing 2,500 acres in the hundreds of Alexandrina, Bremer, and Freeling for the production of grapes has been referred to the Parliamentary Committee on Land Settlement. The execution of works in the South-East for the drainage of 280,000 acres of land at Biscuit Flat, Reedy Creek, and Avenue Flat is proceeding satisfactorily under the management of the Engineering and Water Supply Department.

23. The Marginal Lands Interim Investigating Committee appointed last year to investigate whether holdings in marginal areas had been made adequate under the original marginal lands scheme has completed a detailed survey of the marginal areas. It has reported that there are still 330 holdings below the standard adopted under the original scheme,

and 80 holdings which are barely adequate. In view of the findings of the committee my Government intends, as opportunities occur, to purchase suitable properties to increase holdings. For this purpose an application has been made to the Commonwealth for a further grant of £300,000, with a first payment of £100,000.

24. Final figures showing the State's revenue and expenditure for this financial year are not yet available, but my Ministers expect a surplus of approximately £200,000. They also estimate that the gross loan expenditure for the year will be £21,000,000. The repayments of loan money will be £2,000,000, thus making a total net debit to the Loan Fund of £19,000,000.

Gentlemen of the House of Assembly:

25. Supplementary Estimates for this financial year will be laid before you without delay. They will provide for further grants to the University, the Waite Institute, the School of Mines, Adelaide Children's Hospital, the Home for Incurables, Queen Victoria Maternity Home, the Mothers and Babies' Health Association, and other institutions and hospitals. These additional grants are required to meet increased working costs. The Estimates will also provide for grants to the Adelaide Children's Hospital to enable it to provide further accommodation for patients suffering from poliomyelitis, and to the Citizens Committee to meet costs of decorations and entertainments for the Royal Visit. You will be asked to sanction a vote to enable the Government to obtain the pastoral holding on the West Coast, known as Yalata Station, for use as an aboriginal reserve. Arrangements have been made to transfer to this reserve the aboriginals now at the Ooldea Mission so that those unable to work will be better cared for, and the younger aboriginals will be trained in pastoral pursuits.

26. A Supply Bill for the coming financial year will also be submitted to you.

Honourable Gentlemen of the Legislative Council and Gentlemen of the House of Assembly:

27. My Ministers have expressed to the Commonwealth their willingness to introduce a Bill transferring power to the Commonwealth Parliament to deal with the Communist Party. If the Commonwealth so desires a Bill for this purpose will be introduced.

28. The steady increase in prices during the past few years has made it necessary for the Government to review certain payments fixed by Statute. Workmen's compensation has been included in this review and a Bill dealing with

the rates of compensation and other matters will be brought down. Mr. President Morgan was entrusted with the task of examining statutory salaries, including those of the Judges, Ministers, and Members of Parliament. His report has been received and legislation to carry the recommendations into effect will be introduced. The Government has also deemed it just to review the rates of superannuation pensions payable by the State and will ask your sanction to certain increases.

29. In view of the increased cost of building you will be asked to amend the Advances for Homes Act and the Homes Act by increasing the maximum amount of advances and guarantees from £1,500 to £1,750. The Government is also preparing amendments of the Advances for Homes Act relating to the conditions under which borrowers and purchasers under the Act may transfer or deal with their land.

30. A Bill will be introduced for the extension and amendment of the legislation relating to control of rents and evictions. In framing the Bill due regard will be paid to any recommendations which may be received from the committee which is investigating this subject.

31. Your sanction will be sought to a Bill amending and extending the Building Materials Act. This Bill will provide for a measure of relaxation of the controls now in force.

32. You will be asked to give your approval to a further extension of the period of operation of the Prices Act.

33. The report of the Royal Commission on State Transport Services has now been received and will be laid before Parliament. The findings and recommendations of the Commission are now under consideration by the Government.

34. A Bill dealing with the treatment of sufferers from tuberculosis and containing provisions to prevent the spread of this disease has been prepared for submission to you.

35. The committee appointed by the Government to review the Police Act has made good progress in the preparation of a Bill, which may be laid before you.

36. Legislation to make concessions in respect of succession duty on the estates of servicemen dying in the Korean war will be introduced.

37. A Bill to establish co-ordinated ambulance services in accordance with the recommendations of the Advisory Council on Health and Medical Services will be brought down.

38. Amendments to the Industrial and Provident Societies Act to facilitate the operations of co-operative societies have been prepared for your consideration.

39. Proposed legislation providing for the conservation of native flora and fauna and places and objects of scientific or historical interest is receiving the attention of my Ministers.

40. Numerous other proposals for legislation are under consideration. They include amendments of the law relating to police pensions, agricultural seeds, local government, swine compensation, cattle compensation, surplus revenue, public finance, road traffic, contributory negligence, health, associations incorporation, the Industrial Code, and other matters.

41. I now declare this session open and trust that your deliberations may be guided by Divine Providence to the advancement of the welfare of the State.

#### LEAVE OF ABSENCE: CLERK OF LEGISLATIVE COUNCIL.

The PRESIDENT—I have to intimate that, owing to illness, the Clerk of the Council, Mr. E. C. Redman, is unable to attend the Council and, pursuant to Standing Order No. 28, his duties will be performed by the Clerk Assistant. I have appointed Mr. A. D. Drummond to act as Clerk Assistant and Sergeant-at-Arms during the absence of the Clerk.

#### WESTERN DISTRICTS HOSPITAL.

The Hon. E. A. OATES—It has been reported in the press that a tender has been accepted for the first part of the Western Districts Hospital. Does the Government intend to give this building very high priority for materials and labour?

The Hon. A. L. McEWIN—A tender has been let recently and there is no question about the priority of this work. The only determining factor will be the supply of essential materials, such as steel, some of which were ordered as early as 1949. Orders have been placed progressively as quantitative surveys have been determined on each floor. However, as the honourable member will have learned from His Excellency's Speech, these supplies have been cut off and it is necessary to explore new avenues for steel.

#### YOUTH RURAL MOVEMENT.

The Hon. K. E. J. BARDOLPH—In his Speech His Excellency referred to the setting up of a council of citizens in connection with

the Youth Rural Movement. Will the Government consider the appointment on that council of a representative of the Trades and Labor Council of South Australia in view of the important part the trade union movement has played, and is playing, in the economy of South Australia?

The Hon. A. L. McEWIN—The personnel of that council has already been announced. If the honourable member has good reasons for suggesting that it should be increased, I will submit them to the Minister concerned, the Minister of Agriculture.

#### INFANT SCHOOLS.

The Hon. E. A. OATES—It has been brought to my notice that there are schools both in the metropolitan area and beyond which are unable to accept infants in the current half-year owing to lack of accommodation. If that is the case, does the Education Department expect to be able to accept the children as they reach the age of six, in view of the compulsory school-going provisions of the Act?

The Hon. R. J. RUDALL—As far as possible that will, of course, be done.

#### S.A. ELECTRICITY TRUST'S PUBLICITY CAMPAIGN.

The Hon. K. E. J. BARDOLPH—In his speech His Excellency referred to an increase of 15 per cent in the consumption of electrical energy. Will the Chief Secretary ascertain the amount expended by the trust in the publicity campaign just concluded, and the number of new departments created by the trust since it took over from the Adelaide Electric Supply Co.?

The Hon. A. L. McEWIN—If the honourable member will indicate what publicity campaign he has in mind I might understand his question.

The Hon. K. E. J. BARDOLPH—Being a Labor representative I keep abreast of the times and assumed that the Minister had noticed the series of advertisements by the trust in the newspapers. I assume that they are part of a campaign to urge people to use more of the electrical energy generated by the trust, but in view of the great demands for electrical energy I can see no reason for urging people to use that form of power?

The Hon. A. L. McEWIN—I thank the honourable member for the information, but still do not know what perturbs him. I should not think it necessary for the trust to advertise very much. The best advertisements are statements of interstate visitors, one of whom, being

a speaker at a certain function, said "I was rather concerned at being low on the toast list, as I thought there might be a black-out before I had to speak." He came from New South Wales, and it is encouraging to know that it is possible for the trust to meet this increased demand with an absence of the dislocation which occurs in other States.

The Hon. K. E. J. BARDOLPH—I resubmit the question in another form. Will the Chief Secretary suggest to the trust that any money allocated for advertising in future should instead be applied toward a reduction of charges to consumers, and will he answer my other question as to how many departments have been created by the trust?

The Hon. A. L. McEWIN—The business of the trust is in its own hands. If there were anything out of the ordinary concerning its activities which would justify any prying into its business, I would be happy to do it. Advertising is quite a normal practice, and is done by the South Australian Gas Coy. Others engaged in business activities also advertise as a normal business practice. I could not imagine for one minute that the cost of advertising by the trust would affect a consumer's bill by more than a decimal fraction, and therefore I could not undertake to make the desired suggestion.

#### PRESIDENT'S STATEMENT ON AMENDMENTS BETWEEN HOUSES.

The PRESIDENT—On the last day of last session I gave a ruling on an amendment made by the House of Assembly to the Lottery and Gaming Act Amendment Bill (No. 2). The sequence of events was:—

- (1) The Government introduced the Bill in the Legislative Council and it was passed in this Chamber without amendment.
- (2) The Bill was subsequently agreed to by the House of Assembly with an amendment.
- (3) On consideration of the Assembly's amendment, I was asked for a ruling as to whether it was within the capacity of the Committee to consider such an amendment.
- (4) Acting on rulings of previous Presidents, I ruled that as the amendment was not relevant to the subject-matter of the Bill, it was therefore outside the scope of the Bill, and that the question could not be put from the Chair.

Whenever a case arises which is not specifically covered by our own Standing Orders, we follow, by virtue of Standing Order No. 1, the practice of the House of Commons. During the recess, I sought guidance from the authorities connected with the British Parliament and *inter alia*, the opinion was expressed that had the amendment in question been moved in a Commons Bill "it would have been ruled out of order as irrelevant at the Committee stage of the Bill before it was sent to the Lords. If, however, the amendment had been made in the Lords and come up for consideration in the Commons on the return of the Bill from the Lords, the Speaker would not have ruled himself, or sustained an objection, that the amendment could not be considered by the Commons as it was irrelevant to the Bill." The Speaker would have drawn the attention of the House to the irregularity and left it to the House to disagree, if it chose, on the ground of irrelevance or otherwise. The further opinion is offered that "in a case similar to the one referred to, the House, having had its attention drawn to the irregularity involved, would probably have disagreed to the Lords' amendment. But cases occasionally arise in which the Commons agree to Lords' amendments which would have been ruled out of order if originally moved in the Commons."

In the light of this information, I am now satisfied that the ruling which I gave, although consistent with local precedent, was not in accordance with the practice of the House of Commons. And not wishing my previous ruling to be taken as a precedent, I now advise the Council that if similar circumstances occur in the future, I would rule that any amendment from the House of Assembly should not be withheld from consideration on the grounds that it was out of order; but the Chair could draw attention to the position and leave it to the Council to consider the amendment and agree to it or disagree to it, if it so decides, on the grounds of irrelevance or otherwise.

#### REPORTS OF PUBLIC WORKS STANDING COMMITTEE.

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

- Duplication of the Nangwarry case mill.
- Findon primary school.
- New primary schools.
- Mount Gambier new primary school.
- Extension of Osborne coal handling plant.

- Purchase of photogrammetric equipment.
- Ardrossan bulk wheat bin.
- Naracoorte new high school.
- Currie Street cargo shed extension.
- Mile End diesel electric locomotive depot.

#### ROYAL COMMISSION ON STATE TRANSPORT SERVICES.

The Hon. A. L. McEWIN laid on the table the final report of the Royal Commission on State Transport Services, together with minutes of evidence.

#### ADDRESS IN REPLY.

The PRESIDENT having laid on the table a copy of the Governor's Speech the Hon. A. L. McEWIN moved—

That a committee consisting of the Chief Secretary and the Hons. J. L. S. Bice, E. H. Edmonds, E. A. Oates, and Sir Wallace Sandford be appointed to prepare a draft Address in Reply to the speech delivered this day by His Excellency the Governor and to report on the next day of sitting.

Motion carried.

#### SESSIONAL COMMITTEES.

The following sessional committees were appointed on the motion of the Chief Secretary:—

Standing Orders.—The President, the Chief Secretary, and the Hons. F. J. Condon, C. R. Cudmore, and C. D. Rowe.

Library.—The President, and the Hons. J. L. S. Bice, E. A. Oates, and Sir Wallace Sandford.

Printing.—The Hons. J. L. Cowan, A. A. Hoare, N. L. Jude, E. A. Oates, and F. T. Perry.

Later the House of Assembly notified its appointment of sessional committees.

At 12.12 the sitting was suspended until the ringing of the bells.

On resuming at 7.30 p.m.

#### APPROPRIATION BILL No. 1.

Received from the House of Assembly and read a first time.

Second reading.

The Hon. A. L. McEWIN (Northern—Chief Secretary)—Two Bills will be presented this evening, the one before us embracing Supplementary Estimates to provide for appropriation of money to complete the present financial year, and the Supply Bill which is merely to provide a sum to carry on until such time as proper provision is made in the Budget for the next financial year. I

mention that because on a previous occasion there was some misunderstanding as to the particular spheres of the two Bills, which were both for the appropriation of money. We are living in a period when, with rising costs, one cannot estimate to the last penny exactly what the provision is to be.

This Bill provides for supplementary appropriation to the extent of £287,446 for the financial year ending on 30th June, 1951. The schedule to the Bill sets out in detail the additional expenditure for which the approval of Parliament is now sought, and for the information of members I will give a brief explanation of the circumstances which render these additional appropriations necessary.

The Police Pensions Amendment Act, 1950, provided for lump sum payments to widows of members of the Police Force dying after November 30, 1950, when this Act became law. In the two cases shown in the schedule to the Bill the constables died a few days before the commencement of operation of the Act, and the Government approved of the payments being made to the widows. That was in accordance with an undertaking given to the Police Association when this matter was discussed. Between the time when the agreement was reached between the Government and the Police Association and the time the Act came into force, these two deaths occurred, and it was considered reasonable by the Government that these payments should be made. The only way that could be done was by an appropriation by Parliament, as the payments could not be made legally under the Police Pensions Act. The authority of Parliament was anticipated to enable *ex gratia* payments amounting to £1,400 to be made to these widows. Provision is made for an *ex gratia* payment to an officer of the Children's Welfare and Public Relief Department who retired from the Public Service prior to long service leave being approved by the Governor. The authority of Parliament is now sought to pay this officer £102 in lieu of long service leave due.

The Government has given consideration to the finances of certain institutions which receive annual grants and has decided, in view of the impact on their finances of the steep increase in costs, to make additional grants for this financial year, as follows:—

Adelaide Children's Hospital—£30,000 towards working expenses; £22,000 towards additional poliomyelitis accommodation.

Home for Incurables—£8,000 towards working expenses.

Institute of Medical and Veterinary Science—£10,000.

Mothers' and Babies' Health Association—£10,000 towards working expenses; £2,000 additional grant to Infant Welfare Nurses' Training School.

Queen Victoria Maternity Home—£10,000 towards working expenses.

Whyalla Hospital—£2,000 additional grant for maintenance.

Northcote Home Preventorium—£750 additional subsidy.

These are all institutions affected by increased costs brought about through increased wages and they require assistance to enable them to keep their finances in order.

The sum of £12,500 has been provided in this Bill as a grant from the Government towards meeting the costs of the Citizens' Committee which has been formed to make arrangements for entertainment and decorations during the visit next year of Their Majesties.

The approval of Parliament is sought confirming two *ex gratia* payments of minor amounts. In one case a car owner was classified by the Repatriation Department as permanently and totally incapacitated a short time after he had registered his car. Such a classification entitles a car owner to registration of his car at half rates, but as the full registration fee had been paid, and there is no power under the Road Traffic Act for the Registrar to make a refund, the Government decided in view of the circumstances of the case to make an *ex gratia* payment equal to half the registration fee. The other case concerns a claim for a totalizer dividend which was made one day after the expiration of the time fixed for making such claims by the Lottery and Gaming Act. In this case the amount was 18s. 3d. and payment was made in anticipation of Parliamentary approval.

Some time ago the Government purchased from the Commonwealth the grain alcohol distillery at Wallaroo, one of the conditions of sale being that the Government should obtain a suitable industry for Wallaroo. Negotiations were commenced with a firm called Kangaroo Plastics, and whilst this company was endeavouring to establish itself arrangements were made for it to look after the building and plant. The amounts now provided on the schedule cover expenses incurred in connection with this arrangement, and have been provided on the recommendation of the Auditor-General and the Under Treasurer, who investigated the

matter. The amounts recommended cover reimbursement of certain expenses incurred by the company, insurance cover, and caretaking.

The arrangements at Ooldea Mission for aborigines have become unsatisfactory since the establishment of the Woomera Rocket Range and the Government has considered it necessary to transfer the aborigines to a more suitable locality. To this end it has been decided to purchase a pastoral lease on the West Coast owned by Yalata Limited, and the approval of Parliament is sought to purchase the whole of the shareholding of the company—consisting of 45,030 fully paid ordinary £1 shares—at a cost of £68,108. Arrangements have been made, subject to approval of Parliament to this proposal, to make settlement on the 29th instant.

A travelling scholarship of £200 sterling was granted to an officer of the Education Department last year but the Crown Solicitor subsequently advised that, pursuant to the education regulations, the value of this scholarship was limited to £200 Australian. The regulations were subsequently amended to increase the amount of travelling scholarships to £250 Australian, and the amount now provided is to cover the exchange from the granting of the scholarship until the amending of the education regulations.

To assist in meeting the increasing costs and expansion of the University of Adelaide the Government has approved of an additional grant of £90,000 towards the working expenses of the University this calendar year. The Council of the University will shortly review its budget and inform the Government of its requirements for the balance of the calendar year, and provision for this will be made in the normal Appropriation Bill to be brought to the House later in the year.

In view of the continued rising cost of salaries, wages, and materials, it has been considered necessary to provide a further £10,000 towards expenses of management of the School of Mines, and a similar amount for the Waite Agricultural Research Institute.

That is briefly an explanation of the summary of the amounts set out in the schedule of the Bill. The predominant sources receiving this appropriation are the institutions supported by the Government and which depend upon appropriations for their existence. They have experienced great difficulty in meeting rising costs. The appropriations have been scrutinized by the Treasurer or the Audit Department and I commend the Bill to the approval of the Council. I move the second reading.

The Hon. E. A. OATES (Central No. 1—Acting Leader of the Opposition)—Although this is the Jubilee Year and quite a number of us will remember it with pleasure for the rest of our lives, we have something else to remember with deep regret and that is the passing of one of the greatest, if not the greatest, statesmen Australia has produced, the late Honourable J. B. Chifley. He was the Treasurer during the last war and was responsible for balancing the Budget and, as Prime Minister, he definitely placed Australia on a national footing. I regret that this evening we are without one whom we all may term a friend. I refer to the Clerk of the Legislative Council, Mr. Redman, and I am sure we all sincerely hope that his health will soon be restored to him. He has been a very zealous officer, always willing to assist members and we trust that he will be long spared to continue that much appreciated help.

I register an emphatic protest against the method by which inquiries have been instituted in a matter of national importance—the waterfront trouble at Port Adelaide. The waterside workers have been vilified and abused from all quarters. According to the Government and the press no-one else has been responsible for the slow turn-round of ships. During the Federal election campaign statements were made which should never have been uttered, for they were totally untrue. During that period the Minister of Marine decided that a committee should make inquiries. I think I can safely say that the majority of private members, including myself, did not know what were the functions of that committee, though I am endeavouring to find out. It held some kind of inquiry and came back with the same old cry—“More men needed on the waterfront.” I have wondered whether that committee considered other important industries which are short of labour. Then we saw statements in the press to the effect that the trouble was due to Communistic control of the union. I give that an emphatic denial. Such statements come only from people with Fascist tendencies. The committee furnished a report and I expected to see it laid on the table or published in the press. All we saw however, was a very brief article.

Then the Federal Minister for Fuel and Shipping came out boldly and announced, through the press, that he would have a committee of inquiry into the Port Adelaide waterfront. That committee furnished a report, but the most significant thing was that it was similar to the finding of the Cargo Control

Committee. I should like to know from whom it obtained evidence. Surely we, as public men, or the city council of Port Adelaide, as interested parties, should have been informed of what inquiry was taking place and asked whether we wished to place evidence before the committee. Nothing like that was done and both committees acted in what I can only describe as hill-billy style. I want it clearly understood that I have the greatest admiration for Mr. Bishop, the Auditor-General. He is an efficient, capable and most trustworthy public servant. I think five members were appointed by the Minister for Fuel and Shipping on his committee, but our Government has loaded this huge responsibility upon the shoulders of one man. Although we have not been taken to trial for it, I ask members to believe that we have helped to place some of our most efficient and capable public servants in an early grave by the very fact that we have loaded tremendous responsibilities upon them. I could mention some engineers and other officers who held many positions and who have gone to a far too early grave. I feel that the same responsibility has been placed on this capable officer who must, be it remembered, accept the criticism which is bound to follow his report. I therefore suggest that in the early morning of the inquiry the Government give Mr. Bishop at least two, or possibly four more officers to assist him, either as a Royal Commission or a committee of inquiry. I do not want it to be said that I have no confidence in Mr. Bishop. On the contrary, my confidence in him is so great that I want him to remain with us for many years to assist us as Auditor-General.

The waterfront problem is a nation-rocking matter for Port Adelaide and the State generally. The criticism hitherto offered has been most unfair to one side and we should have a searching inquiry to see where the responsibility lies; not that I want anyone to lose his position. I heard the Premier this afternoon on the subject, and I appreciate his position, but an inquiry would help to improve matters for the future. I know—and this is not mere roadside talk—public servants living in the Port Adelaide district and employed there who have said to me, "What we want is a Royal Commission. We, as public servants, do not feel that we should make an open statement of what we know. We desire to go before a Royal Commission and be placed on oath and forced to tell the truth." They realize that they may become involved to a degree, but someone has to become involved if the situation

is to be improved. To achieve that let us have a Royal Commission, so that shipping men at Port Adelaide, the representatives of overseas companies, the commercial carriers, business men and waterside workers can give evidence before it.

Later I shall endeavour to show why this should be done. It would not cost the Government a great sum. This is a much more significant matter than the inquiry into the Municipal Tramways Trust, and that committee consists of three members. The Chief Secretary is entitled to reply by saying that Mr. Bishop can be given the powers of a Royal Commission. To that I would not object, but even that is too much for a gentleman who is at the same time carrying the responsibilities of Auditor-General. As a member of the Waterside Workers' Union since 1908 I say that many times within the last six months I have been approached by people and asked why I did not, as a public man who knows the true position, make a statement to the press. After consideration I told them that I did not represent only the Port Adelaide district. My duties take me outside Port Adelaide. I had already made a statement in the Address-in-Reply debate and anyone could read it. The time came when I had to challenge the Premier's remarks. Others representing the district went to the press—not as members of the Waterside Workers' Federation, but as members of the district—and I appreciate the stand they took. Recently with others I saw the men loading bulk wheat, and at one stage there was one hatch with the hook waiting for something to be hooked on. The delay was not the responsibility of the waterside workers, but was due to the fact that the wheat was not there for them to unload. I feel that the federation has sufficient evidence to clear up the reason for the delays. I intend to reply to statements appearing in tonight's *News* under the heading "Wharfies 'cause of hold-ups.'" The following was published:—

"The quicker turn-round of ships was largely in the hands of the watersiders," the S.A. Harbors Board commissioners said in their annual report to Parliament today. "As matters stand," said the commissioners, "the watersider decides how many shall be employed in the industry, how many shall form a gang, how quickly cargo shall be delivered to the ship's hook, and how often and for how long the hook will go up and down."

As might be expected, the board, in common with other port authorities, had often been held responsible for delays in shipping. It had been said the slow turn-round of shipping at Port Adelaide had been caused by a lack of berth accommodation and mechanical equipment.

I do not go back on what I said in the Address in Reply debate last year that the lack of berth accommodation has much to do with the present position. It is not unusual to see several large vessels in the roadstead waiting to come in because berths are not available, or because berths which are available have insufficient depth of water to accommodate them. I can take honourable members to one wharf shed which has been reconstructed within the last 12 months at what is known as the Cable Company's wharf. Admittedly, with the material the Harbors Board had at its disposal it has done a good job. There are four doors in the shed to admit tow motors or horses, two being in the front and one on each side. Four hatches on a ship can be worked at one time. The shed is divided into what we call "bird cages"—bays made of large-sized cyclone wire or wirenetting. Only two doors are available for entering the bay, and the driver of a tow motor or horses must negotiate his way through the doors, often when a truck is waiting to come out. I do not think the small Tasmanian vessels, the *Broadway*, or other low-draft vessels would bring in bond cargoes. However, six weeks ago on a visit to the port I saw whiskey and tobacco piled up, not in the bird cages, but in an open shed.

The Hon. A. L. McEwin—Shame!

The Hon. E. A. Oates—This position lends itself to pilfering. The vessel in question had unloaded about 5,000 or 6,000 tons of cargo and was loading a similar amount at the same shed. The apron of the wharf was packed with cargo, thus delaying the loading of the vessel. I have seen 10 or 12 vessels in the roadstead waiting to come in, and possibly two or three of them were wanted in the inner harbour. If they are to make an early morning start they must wait for a pilot to come aboard, and he must be taken out in the pilot launch—he cannot swim out to the anchorage. Whereas the Harbors Board is blaming the waterside workers for the slow turn-round of ships I remind members that there are only two shifts working the pilot boat. They start about 6 or 6.30 a.m. and finish about 8.30 p.m. Should there be some delay through accident or serious sickness, the signal station at Outer Harbour must be advised. The person housing the utility truck must be rung and then he goes to the homes of the crew, as far as Woodville, and takes them to the Outer Harbour so that they can convey the pilot to the waiting vessel. A similar position applies when a mail boat arrives ahead

of time, and the crew is unable to get down in the train which, I believe, arrives at the Outer Harbour about 6.30 a.m. That means that the pilot may get on the pilot vessel about 7 o'clock or possibly a little earlier. If the mail boat wants to get in for a 7 o'clock start and drop its passengers the pilot boat crew must first be picked up by the utility truck. The Harbors Board here will not adopt a similar practice to that in Sydney, Melbourne and Brisbane and, I believe, Fremantle, and work round the clock with the pilot boat. There are often 10 or 12 boats waiting for berths. If three boats have completed discharging cargo and go out the previous night the pilot boards at 7 o'clock to berth other vessels. The first gets into port sometimes at 8.30 and sometimes later, depending upon tide and weather. The tug goes out for another boat and it gets into port between 10 and 11. There have been cases where the third vessel has arrived for a one o'clock start. Many hundreds of hours are lost because the Harbors Board will not take the commonsense view. What is the use of a port if there is no pilot boat between the hours I mention? It causes delay and is one phase to which the press never gives prominence. The Harbors Board places the trouble at the feet of the waterside workers when it is the greatest culprit. When Senator O'Flaherty was going overseas, a day or so before his departure he and his wife visited the mate of the vessel in order to become acquainted with some of the people aboard. He remarked to the mate that the vessel had been shifted and the mate replied that it took 5½ hours for the ship to be moved from berth No. 16 to berth No. 19, a very short distance. Mr. O'Flaherty queried the reason for delay and the mate said it was due to the red tape methods of the Harbors Board. Its actions caused a delay to four or five gangs of men and represented a great loss when worked out in figures. That is only one of many cases.

This evening's press contained an article referring to watersiders persisting in limiting their numbers, restricting their working hours, and not agreeing to a reduction in the strength of the gangs. I understand that was agreed to by the responsible authorities, the Stevedoring Commission and the court. A press article appearing on June 25 commences:—

Berths were allotted by the Harbors Board to the vessels in the order in which they arrived in Adelaide.

That substantiates the statement I made last year that the trouble was that the port was

controlled from Adelaide. Adelaide is responsible for allotting vessels their berths. It is not fair that those duties should be carried out by officers eight or 10 miles away who do not know what is happening at the port at a particular time. That is something a Royal Commission could consider and report on.

A few weeks ago a ship was allotted No. 13 berth. The mate found that only a small lift was involved, but they rigged jumbo the night previous to unloading because lying alongside this lift was another lift weighing 15 or 16 tons. The mate considered they would have to shift the larger lift forward or aft to get the lift out for Adelaide. When the waterside workers arrived in the morning the foreman in charge said that he did not think they would have to shift the other lift but he was pleased they had rigged jumbo. He said, "I have just been informed that on no account will the person who is going to take delivery of this 8-ton lift come upon the decking of the wharf with his lorry which means I will have to lower jumbo down to meet the first crosshead where he can load his lift because of the unsafe condition of the wharf." That is the wharf where the *Karoola* and *Katoomba* used to berth years ago. It is in a state of disrepair and unsafe for loading cargo. I understand the iron boat was shifted because of a fear that if a steel girder fell on the decking it would go through the wharf. Time is lost in shifting a vessel. No. 14 berth is also unsuitable. I cannot say whether the present condition of the wharves is due to past Governments refusing to grant money for reconditioning the wharves or whether it is because the Harbors Board has become neglectful. The sooner those responsible realize that a local representative should be on the Board the better it will be for the port. Lorries refuse to go on to the Birkenhead wharf, particularly privately-owned lorries, because if a lorry goes through the wharf and breaks a differential or some other damage is caused the owner is unable to continue earning his living. The wharves are unsafe and the waterside workers cannot be blamed. I hate to think what would happen if a vessel parted one of her lines and swung around on to that particular wharf. I realize the difficulty of the Government and the Harbors Board in obtaining necessary materials but I often wonder in my travels around the city how private industries are able to obtain the materials they require. One often sees steel girders being placed in position and large

slabs of timber being used. I do not know whether it is because suppliers have boycotted the Government or whether the Government gives way to such private enterprises. This could all be brought out by a Royal Commission and then people would know the facts. I know I won't get the same publicity in the press as those who criticize waterside workers, and my speech will be read only by those who receive *Hansard*, but I do ask "Why is the Government afraid of a Royal Commission? Has it something to hide? Is it afraid that the statements about the waterside workers will prove to be partially untrue? Does it want to save the face of the Harbors Board?" I hope that my words tonight will not be in vain, and that, as an outcome, a Royal Commission will be appointed. I know that our secretary, Mr. Whitfield, made a statement with regard to Mr. Bishop's going to see him. He told me why he did it. He said it was useless for him to make a statement which no-one would see. He wanted to be able to state publicly the facts from our side, and I am sure that he is man enough to say if there is some degree of blame attaching to the waterside workers; he is only small in stature, but he certainly is not afraid to tell the men "where they get off" if necessary. After all, it is not the union which really controls the men. The man with the greatest say is the head of the Stevedoring Commission, Mr. Goudie. If a man breaks the law by getting "under the weather" or having a hit at one of the foremen, it is he who imposes the penalty. If a waterside worker is off colour and can produce a medical certificate it is Mr. Goudie who gives him 14 days or 21 days' leave, so it will be seen that the men are not so Communistic as some would have us believe.

I listened with close attention to the Premier's reply to the debate in another place this afternoon. I have great respect for the person who furnished him with the report to which he referred. He said that there were 28 berths of all kinds in Port Adelaide and that more men were needed. If the berths are going to be filled I agree that they need the labour, but some members at least know that some of the berths will not take a large interstate vessel, like those carrying timber or steel, because they lack depth of water. Only about 10 berths are capable of accommodating heavily laden steamers. I agree to a point that extra men are desirable, but from where are they to come? About 190 nominations were received for the 130 positions to be filled,

and my information is that after they had been medically examined only 111 offered. Some went back to the country because they could not get a house and others returned to their old jobs. That is not something which happened 12 months ago but only within the last few weeks. This did not come from Mr. Whitfield or the union executive, but from that capable Commonwealth officer, Mr. Goudie, who is doing a magnificent job under great difficulties. He informed me that Mr. Whitfield told him that he would recommend the taking in of another 100 men if they could get them. Since the admission of the additional 130 men employers have complained that they have lost three or four key men to the waterside industry, and everyone will realize that a man experienced in the dispatch and receipt of cargo is a very valuable servant to a commercial company, as he knows the various consignees' marks and is thus able to sort out the consignments expeditiously. I am sure that the union is not adopting the attitude, as the *News* would have us believe, of restricting membership, but it has consideration for other employers who are short of labour.

On June 14 several of us walked down to what is known as "Siberia." We came to a boat named *Korea* carrying about 7,000 tons of cargo. She had to be lightened at Outer Harbour before she could come up the river. I should like some members, particularly those who have been so caustic in their criticism, to have seen what was taking place at that berth. The vessel had arrived from Sweden carrying deals, paper and other measurable goods. The shed was chock-a-block with cargo piled as high as it could be taken with the cranes and fork-lifts. The wharf itself was piled high with paper and deal, wood pulp, etc. The space at the back of the sheds, over as far as the power house, was stacked as high as it was possible to stack it with deal. There were no extra men and those employed had to do the best they could. While we were there we saw the wheel fly off a lorry being hauled by a tow motor, and on examination we found that the axle was worn almost flat on two sides. I mention this simply to show what obsolete gear is in use. I spoke about it to the Superintendent, whom I knew very well, and he said "We cannot get labour and have not the time to make repairs." I am not blaming the stevedoring company—

Sir Wallace Sandford—Then whose fault is it?

The Hon. E. A. OATES—It is due to the circumstances of the times.

The Hon. Sir Wallace Sandford—A 40-hour week will not help it.

The Hon. E. A. OATES—I did not want to introduce that subject. I may deal with that remark very effectively during the Address in Reply debate. After leaving that vessel we went to berth 19, where we found 500 tons of overcarried cargo, involving something like 15 to 16 hours' work. Much of it consisted of pre-fabricated homes consigned to Victoria, and it is needless to say how much that could be knocked about by second handling. Whilst we were there another vessel pulled in and berthed alongside the other. She had some 600 tons of overstowed cargo which had to be put into sheds. Then a further vessel came to load beef, but it was found that 600 tons of beef already loaded had to be restowed. Is that the fault of the watersiders at Port Adelaide?

The Hon. E. H. Edmonds—Who does the stowing in ships?

The Hon. E. A. OATES—The waterside workers.

The Hon. E. H. Edmonds—Then if it was badly stowed, whose fault was it?

The Hon. E. A. OATES—It may have been loaded in Tasmania or Victoria. On another vessel, the *City of Chester*, two gangs of men were loading foodstuffs for overseas, but someone came along—I do not know whether it was a representative of the Cargo Permit Committee—and the men were directed to load motor bodies at Outer Harbour. Evidently they were considered more valuable than foodstuffs. On the *Pioneer Star* 2,500 bales of wool were overstowed. Four gangs of men were working on an interstate ship and there was plenty of cargo, but for some reason three of them were shifted to a timber boat. There were only four chain slings to three gangs, which naturally led to delay. These are not fairy stories, but facts. Only a fortnight ago I received information about a gang which started work at 8 a.m. and at 10 o'clock the men were told to put bags of peas in the locker. The captain of the ship came along and told them to take the peas out of the locker at once. This was done and they were put ashore again. That is the kind of thing which the public does not know is going on at the waterfront. The waterside workers have become disgusted with the position, as they realize who must pay in the long run. It is the consumers, who include themselves. It would be foolish to say that all the men are 100 per cent workers, but 80 per cent

are good toilers. In the *News* recently Mr. Blake Brownrigg wrote an article which included the following:—

I spent some hours at Port Adelaide watching the working of ships by waterside workers. On that day, incidentally, there were several ships at anchorage waiting for berths and those at the berths waiting for labor had to pay £500 a day to keep the ships in port idle.

He did not take the trouble to go and see the wilful, wicked waste of cement when the *Eastern Star* was being unloaded. I invited the Federal Minister for Fuel and Shipping—that man of knowledge on transport—to go and see the vessel being unloaded, but he refrained. I rang Mr. Pollnitz, the Controller of Building Materials, and asked if something could be done to save the cement which was so badly wanted. He said he had done his best and had been down there. I inquired whether it would be possible for the Highways Department to be approached to make bitumen drums available into which the cement from broken bags could be placed for transport. Whoever was responsible should have seen that as much of the cement as possible was saved. During the unloading bags would break in halves and the cement would either be walked on or blown away. I saw the officials responsible for the unloading and they were satisfied that the men were doing good work in the circumstances.

The shipping companies and the Harbors Board should take their share of the blame. I understand that the tug *Tancred* is not allowed to hook on to a vessel unless it is asked to do so by the tugmaster. The tugs are doing their best in the circumstances. The many hours of overtime are killing the tug crews. They do not want all the overtime they are getting, although they appreciate some of it. They are working day and night. I do not attach much significance to the statement of Mr. Anderson, of the Orient Line, and that of other people from overseas regarding the position at our port. Some two or three years ago we had a threat from the overseas shipping people that they would by-pass Port Adelaide, not because the waterside workers were not turning the ships round quickly enough, but because they were dissatisfied with the tug haulage available. The same people today are saying that they will not call here because of the slow turn-round of ships. They do not want to come an additional 600 or 700 miles to Port Adelaide and lengthen their journey when they can unload at Melbourne or Sydney, re-load, and get away

again. They are looking for an excuse to by-pass Port Adelaide. In justice to all concerned, I hope the Government will act and give the Port Adelaide district what it is entitled to—a public inquiry into the whole question. The waterside workers are not afraid of such an inquiry, but some people are—they have something to hide. The watersiders know that they may have to take it on the chin. Some other people will have to take it. The men will be prepared to submit their evidence, which will be facts and not hearsay and paper talk. I could say quite a lot about priority of berths, but I have too much respect for the man appointed to inquire into the position to bring that matter forward now. If I am forced to do so I will name some of those people later, but I hope I do not have to. I appeal to the Government to see that an inquiry is made by a Royal Commission.

The Hon. Sir WALLACE SANDFORD (Central No. 2)—I feel sure that the remarks of the previous speaker will receive such consideration as the matter deserves. This is the fifth consecutive year in which Parliament has sat during the last few days of the financial year. That is to the credit of the Government and indicates the great care taken in making the preparations and calculations which are covered by the figures in the Supplementary Estimates of Expenditure submitted by the Chief Secretary. It has been said that good government is, after all, mostly sound finance, and while that is a very simple collection of words which can be very considerably challenged on examination, there is no doubt that the community generally continues its activities and carries out its work in whatever direction its efforts are being turned where there is a feeling that the finances of the people collectively are being carefully handled and expenditure carefully scrutinized. Not very much more can be said than was covered in the remarks of the Chief Secretary, but most of us remember that a year or two ago Mr. Melrose used the words “This matter” (referring to the Bill before us then dealing with Supplementary Estimates and settlements that had to be made during the remaining few days left of the year) “is a question largely of discharging obligations already incurred.” That is the position in which we find ourselves tonight. The difficulty that confronted the Treasury two years ago has been greatly increased by the further fall in the purchasing power of money. We know from our private dealings and from budgets of business connections we may have

that inflationary conditions are already unfortunately apparent and have accelerated considerably, so it is harder than ever for those in control of finance to make accurate estimates. The position is more difficult than it was a year ago. The matters covered by the Bill enable the immediate clearing up of our responsibilities. In a few days the State will face another financial year which we hope will be even more satisfactory, with less troubles, climatic and otherwise, which have to be confronted and that have been dealt with in a manner reflecting credit on those connected with them. I support the second reading.

The Hon. K. E. J. BARDOLPH (Central No. 1)—This is too important a measure to allow to pass without further remarks by Labor representatives in this Chamber. I protest about the haste in which this Government since the war years has brought before us measures dealing with large sums of money for public expenditure. I do not imply that there is anything sinister in the actions of the Government, but members should have the right to discuss all phases of any Appropriation Bill or Supplementary Estimates. The total amount of these Estimates is £287,000. During the war it was necessary, where time was the essence of a contract, to have various works proceeded with immediately and for estimates to be treated as urgent. It is not so necessary now and greater time should be extended to members to allow them to discuss these measures. In submitting the Estimates the Chief Secretary in his usual characteristic good humour skated over many items. I am not going to ask the Chief Secretary to reply, but the Government must accept the responsibility of explaining the various items. The duty devolves upon members of this Chamber and another place to seek that explanation. Our constituents are entitled to ask questions. One line refers to grants to hospitals and institutions, but the Chief Secretary did not enumerate the institutions.

The Chief Secretary—They were mentioned.

The Hon. K. E. J. BARDOLPH—I listened attentively, and do not recall their being mentioned, although some may have been enumerated. I support Mr. Oates' proposal for a Royal Commission into the turn-round of ships at Port Adelaide. I resent the partisan report which has been submitted by the Harbors Board Commissioners to Parliament as published in tonight's *News*. On whose authority did they make this report, and what authority

are they clothed with for the purpose of establishing themselves as arbiters in this matter? The report mentioned that waterside workers decide how many shall be employed in the industry. From time immemorial the Waterside Workers' Federation has limited the number of men registered within the organization in order that there shall be a more equal distribution of work. Going further afield, we find that this does not apply only to waterside workers. There is an association in Adelaide which sells goods needed for the furnishing of homes, and unless you are a member of the organization you are black-balled and cannot buy from the manufacturer. If one section of the community which has played a great part in the economic structure of this State, namely, the waterside workers, is to be maligned, then an all-round investigation should be made of others.

Will this Government or the Harbors Board Commissioners deny that there is not sufficient wharfage accommodation? Will they deny that there is not sufficient storage accommodation and that their equipment cannot deal with the number of ships coming to the port? It is quite useless for one section of the community to blame another which is not totally responsible. Mention was made of the 40-hour week, but the 40-hour week was granted by a properly constituted tribunal and I presume that the Harbors Board Commissioners, being employers of labour, had the right to protest when the application for a reduction of hours was made. An Arbitration Court award which has been declared should be accepted and carried out until such times as the court determines otherwise. It is unfair for the Harbors Board Commissioners to use this argument to attempt to cloak any inefficiency for which they may be responsible, or to blame the 40-hour week.

I close on this final point: the latter part of their report gives the lie direct to the first. It said that the board showed a net surplus of £151,759 on the year's operations to June 30, 1950. This compared with a surplus of £123,768 for the previous year, or an increased profit of £28,000. If there were any laxity on the part of members of the Waterside Workers' Federation, if they were retarding the coming and going of ships, it is not substantiated by the latter part of the report. The report also mentions that for the first time the board's income had reached seven figures—£1,050,000, and that the tonnage of cargo handled at Port Adelaide was 3,509,744 tons, an increase of 245,169 tons on the previous year.

The Hon. Sir Wallace Sandford—But that proves nothing.

The Hon. K. E. J. BARDOLPH—It proves that the waterside workers are not to blame for the inefficient handling of cargo at Port Adelaide. I shall not delay the Council longer, beyond saying that if members of the Government and of this Council are desirous of keeping the State on an even keel they should approach this problem as many of us approached problems during the war. There are always two sides to an argument and the employers should take the employees into their confidence, with certain exceptions—and members know who I mean. I assert that over 99 per cent of the watersiders are just as loyal and just as desirous of the continuation of our Australian way of life as any member of this Chamber. That has been proved by their enlistments in two world wars and I suggest there has to be a new approach so that the prayer with which His Excellency concluded his Speech may be fulfilled, namely, “That our deliberations may be guided by Divine Providence to the advancement of the welfare of the State.”

The Hon. A. A. HOARE (Central No. 1)—I congratulate Mr. Oates who capably covered a lot of ground in his speech in setting out what he knows, as a waterside worker, of the waterside workers' point of view. Members have read statements by both sides, but both cannot be right. I take it that the watersiders are just as interested in encouraging boats to come here as the shipowners, because their bread and butter is involved. Many small factors may contribute to the slow turn-round of ships, so let us have a Royal Commission and analyse the position thoroughly and then endeavour to rectify the faults. Some months ago a friend invited me to go with him for a tour around the wharves, which I had not visited for some years. I was astonished to see the amount of work being done. Possibly the wharves which are in the course of reconstruction, and therefore out of commission, may account for the shortage of wharf space and thus in some degree be the cause of delays. If that is so it will be remedied in time, but I fail to see that it is right to blame one section of the community and to say that it is the cause of all the trouble.

As Mr. Oates pointed out, some cargo has come here which should have been landed at Fremantle. That is not the fault of our waterside workers. No harm could come from the appointment of a committee of inquiry. Let

us have the evidence from both sides. Wherever the fault lies let us get at it so that we may see whether the blame rests on the waterside workers or the shipowners. Then perhaps the community will be satisfied and will not blame certain sections for something they do not deserve.

The Hon. A. L. McEWIN (Northern—Chief Secretary)—I thank members for the prompt consideration they have given this measure. I also congratulate those who have discussed matters of vital interest to the State. Mr. Oates deputized for his leader, who I am sure we trust will benefit in health from his holiday. I also join with Mr. Oates in his reference to Mr. Redman who, through indisposition, has been unable to be present today. This is the first opportunity I have had to associate the Government side with those remarks, but we are all concerned that our Clerk should make a full recovery and be able to be with us regularly throughout the session. I think we can also agree with Mr. Oates that in the late Ben Chifley we had a man who lived loyally for the cause he believed to be right. Whether we agreed or differed with him in politics, I can say from this side that, as a man, he had our respect.

Proceeding to the matter which means so much to this State—the turn-round of ships—the apt comment to make is that I welcome the interest shown in this topic by speakers opposite. It is an important matter affecting the economy of the State, because we rely so much upon shipping to bring supplies of goods we are unable to produce, therefore we are all interested. I shall not engage in vindictive remarks, for whatever may have been said, or whatever construction may have been placed on what has been said by anyone inside or outside this Chamber, we do not get anywhere by throwing stones. The matter is too important to the State to indulge in any sort of one-sided argument as to who is right and who is wrong. The first essential is to realize that something is necessary.

The Hon. E. A. Oates—Correct any mistakes if possible.

The Hon. A. L. McEWIN—That's it, although I do not agree with the honourable member's reference to “Hill Billy inquiries” and I was pleased when he made it clear that he did not include Mr. Bishop in that category. We have had reports which show that something is wrong. Let us get together and decide what it is. Let us act with one dominating

principle—that we are all concerned, and that we will all suffer as the result of any nonsense regarding the solution of this problem.

The Hon. K. E. J. Bardolph—The workers have always agreed to have their problems discussed.

The Hon. A. L. McEWIN—I have no wish to discuss the matter from a Party point of view. I realize that this subject has now disappeared from the State sphere and has become a Commonwealth matter. The solution is not to say that someone else is to blame—that it is not I but you. Pointing the bone will get us nowhere. It has not been said by the Government that all the responsibility for the position rested on the waterside workers. The Treasurer said in the House of Assembly that the information received by the Government was to the effect that there was an insufficient number of men to handle the ships requiring labour. Captain Miller had said that if all the 28 berths were occupied, 1,920 men would be required. That figure was not based on a 40-hour week. On the two days referred to in the report it was shown that the efficient strength of the waterside workers was about 1,500, and consequently there were not sufficient to man the ships occupying the berths. It would appear on the reports that we are about 300 men short to effectively meet the position.

The Hon. K. E. J. Bardolph—Does that include storage capacity for cargo?

The Hon. A. L. McEWIN—That is another side of the case. I am not as familiar with the wharf position as Mr. Oates, who has been a waterside worker and knows something of the conditions existing now compared with those in his day. It appears that one of our problems is the insufficient labour available for work on the wharves. The State Government will be happy to co-operate to improve the position as much as possible within its capacity. It will certainly not be associated with any vindictive remarks which may have been implied this evening. The whole economy of the State has far too much at stake for the Government to adopt any tactics considered undesirable.

The Hon. K. E. J. Bardolph—Will you instruct the Harbors Board not to submit such a report as it has done?

The Hon. A. L. McEWIN—I think the Harbors Board was obliged to furnish a report to Parliament. The honourable member quoted

a press report but I am unable to place the same construction on it as he did. I cannot read any criticism in it of the 40-hour week for waterside workers. The press report contained the following:—

Since the operation of the 40-hour week many consignees of cargo have been reluctant to receive cargo into their stores after 4.30 p.m. on week days or to open them on Saturdays.

I read that as a statement of fact. There is no suggestion of criticism in it. Any congestion in the sheds cannot be attributed to the Harbors Board. That responsibility belongs to someone else. The fact remains that the Government has appointed the Auditor-General to investigate the position and report to it. He is considered competent to do so.

The Hon. E. A. Oates—I have every confidence in him, but it is too big a job for one man.

The Hon. A. L. McEWIN—It is a compliment to Mr. Bishop that he has the confidence, not only of the Government, but of the public of South Australia. No-one is better qualified to furnish a report. If there is a weakness in the wharf shed accommodation, or carriers are not clearing the sheds, or if blame is to be placed on any one section, then I feel sure that that information will be forthcoming. I appreciate what honourable members have said and consider their remarks are an indication that they are as concerned as the Government with the position and that any stigma placed on our shipping port should be removed in the interests of the State. Mr. Bardolph complained that I had not given any information in explaining the Bill.

The Hon. K. E. J. Bardolph—I said that you had not given detailed information.

The Hon. A. L. McEWIN—I went out of my way to explain the position, and I am sorry if the honourable member could not follow me. Every institution which will benefit under the Bill has been enumerated, and if the honourable member had wanted further information I would have been only too glad to supply it and remove any doubt in his mind. No amounts have been included in this appropriation without having first been investigated and recommended by the Auditor-General.

The Hon. K. E. J. Bardolph—The amounts may be too small. Were they accepted by the institutions themselves?

The Hon. A. L. McEWIN—I have had no information whether the amounts have been paid, but I have not heard of any suggestion that the institutions concerned will not accept them. I assure honourable members that the payments are justified. I think the list of institutions benefiting will commend itself to honourable members. On a population basis we have probably had the most severe epidemic of poliomyelitis in the world. There have been many difficulties associated with this disease and I compliment the medical officers and staff of the hospitals and the association concerned in rendering such wonderful services. The Queen Victoria Maternity Hospital is also worthy of support. Last month there were 250 births at the home, an all-time record. I am sure that members will agree that the money spent on this institution is thoroughly justified, as it caters for what I might term the best form of migrant the State could have. I thank honourable members for the interest they have shown in this measure and for dealing with it promptly.

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

## SUPPLY BILL No. 1.

Received from the House of Assembly and read a first time.

Second reading.

The Hon. A. L. McEWIN (Northern—Chief Secretary)—This Bill provides for the issue and application of £5,500,000 for the Public Service of the State for the financial year ending June 30, 1952. The amount last year was £4,000,000, but due to rapid increases in salaries, wages and other costs, £5,500,000 will be required by the Government to carry on for about two months, when further supply will be sought pending the introduction of the Estimates and Appropriation Bill for the year. This Bill also provides that payments to be made under it shall not exceed last year's Estimates except that increases in salaries or wages fixed by prescribed tribunals are authorized to be paid by the Treasurer out of moneys voted under this Bill. This is the usual provision. I move the second reading.

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

## ADJOURNMENT.

At 9.56 p.m. the Council adjourned until Tuesday, July 24, at 2 p.m.