

## LEGISLATIVE COUNCIL.

Wednesday, October 15, 1952.

The PRESIDENT (Hon. Sir Walter Duncan) took the Chair at 2 p.m. and read prayers.

### QUESTIONS.

#### LOAN MONEY ALLOCATIONS.

The Hon. K. E. J. BARDOLPH—I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. K. E. J. BARDOLPH—A statement in this morning's *Advertiser* reads:—

A special meeting of the Loan Council will be held in Canberra at 10 a.m. on Friday. The Premier was informed of this yesterday by the Federal Treasurer (Sir Arthur Fadden) who said the meeting had been convened at the request of all State Premiers. It would discuss interest rates for semi-Governmental loans. Discussions are expected to range far beyond that aspect, however, and attempts will be made to secure greater financial support for State public works programmes.

In view of that and the Treasurer's statement can the Chief Secretary say whether an effort will be made by our Treasurer to have the ambit of the States' financial agreement widened in order to permit the States to have a better flow of Loan moneys for Governmental works?

The Hon. A. L. McEWIN—I do not know what is meant by "ambit" in this instance but the Treasurer has already made an announcement. I think the general policy of the conference is well known and it is not for me to engage in any conjecture as to what will be discussed.

#### CONTROL OF TIMBER.

The Hon. E. ANTHONY—I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. E. ANTHONY—Has the Chief Secretary's attention been drawn to an article in last night's *News* relating to the further control of certain commodities, including timber? I am assured by the secretary of the South Australian Timber Merchants' Association that ample supplies of all kinds of timber are available. Is the Chief Secretary prepared

to comment on that statement and state whether any alteration can be made to restrictions on timber supplies?

The Hon. A. L. McEWIN—I have not seen the article mentioned but it is rather astounding that somebody should suggest that ample supplies of all timber are available because flooring, for instance, is not available in adequate supplies. To deal with the subject in generalities would not do justice to the question of timber supplies.

#### LOCAL GOVERNMENT ACT AMENDMENT BILL (CITIES).

Second reading.

The Hon. L. H. DENSLEY (Southern)—I move—

That this Bill be now read a second time. For some time it has been the desire of the corporation of Mount Gambier and prominent citizens of the district that Mount Gambier and other large country towns in South Australia should have the opportunity of adopting the title of "city." But at present under the Local Government Act it is almost impossible for any town outside the metropolitan area to become a city, as it must have a population of 20,000. The result is that the only cities in South Australia are in the metropolitan area. The largest country towns in the State are Port Pirie, Mount Gambier and Whyalla. None of these towns has anywhere near a population of 20,000 and, on the present outlook, it will be many years before they reach city status.

Under the Queensland Local Government Act the Governor may proclaim a town a city and the 12 most populous towns in that State have a population of over 7,000 and have been designated cities. The New South Wales Act provides for a population of 15,000 and a gross income from all sources of at least £20,000, before a town can be granted city status. The Victorian Local Government Act provides that the Governor may declare to be a city any borough having in the 12 months ending September 30 preceding such declaration a revenue of at least £20,000. The following statement shows the position in regard to Victorian country cities:—

City.	Area. Acres.	Population.	Dwellings.	General Revenue. £
Hamilton . . . . .	5,100	7,181	2,100	25,771
Horsham . . . . .	5,760	6,450	1,575	31,930
Warrnambool . . . . .	4,150	10,000	2,310	35,256
Mildura . . . . .	5,760	9,530	1,879	31,223
Shepparton . . . . .	4,523	8,500	2,074	31,898
Sale . . . . .	5,442	5,300	1,243	22,442

The foregoing are 1949 statistics and the revenue figures do not in any case include cash earned by other undertakings such as electricity and abattoirs.

Now let us, for example, compare Mount Gambier with Hamilton. The latter city is only 80 miles from Mount Gambier. Its population in 1950 was 8,500, there were 1,875 dwellings and the revenue was £26,725. Mount Gambier is a town making very great progress and action is at present being taken to extend the boundaries of the corporation district. Not only does it compare more than favourably with Hamilton but also with most other Victorian towns I have mentioned, and that could also be said for Port Pirie and Whyalla, both of which are centres worthy of city status.

It may be asked "What will it benefit country towns if they become cities?" Today the tourist trade is something that every worthwhile town in South Australia is fostering. I have repeatedly heard the remark that, apart from Adelaide, there are no towns worth visiting, as, unlike Victoria and other States, South Australia has no cities outside the metropolitan area. Mount Gambier is the centre of a tremendously interesting tourist district. The undulating, closely settled and well grassed country is picturesque. The mount and the lakes are interesting and spectacular, the surrounding pine forests are most impressive and good provision is made for the vast number of tourists now visiting the Mount. The added dignity consequent upon its proclamation as a city will lend incentive in tourist advertising campaigns.

I feel sure that by adopting this very slight amendment we will be doing a service to our larger country towns and rewarding them for their efforts to attract industries and population to their districts. The Bill contains only two clauses. Clause 2 deals with a petition for constitution of a municipality and clause 3 the proclamation of a municipality as a city. Subsection (1) of section 47 of the principal Act, which the Bill amends, states:—

If the council of any municipality has reason to believe that the total number of inhabitants within the municipality exceeds 20,000, the council may, by petition, pray the Governor to make a proclamation declaring the municipality to be a city.

The Hon. C. R. CUDMORE secured the adjournment of the debate.

#### PHARMACY ACT AMENDMENT BILL.

The Hon. A. L. McEWIN (Minister of Health), having obtained leave, introduced a Bill for an Act to amend the Pharmacy Act, 1935-1951.

Read a first time.

#### MUNICIPAL TRAMWAYS TRUST ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 14. Page 891.)

The Hon. S. C. BEVAN (Central No. 1)—  
The introduction of this Bill has focussed public attention more forcibly on the affairs of the Municipal Tramways Trust and we are asked to treat this measure as urgent, notwithstanding that three months wrangling between municipal councils took place before the councils could reach some semblance of agreement. I do not wish to appear critical of members of the trust, but it seems that the continued losses of the trust over the last few years, without any serious attempt to rectify the position until it became serious, is deserving of some criticism. We have heard the early history of the tramways since 1900 so I will not weary the House with a repetition of these facts but will confine my remarks to more recent years and the increasing difficulties of our tramways system until finally something must be done quickly to ensure the continuance of the running of trams.

If the Bill is passed, which I hope it will be, there is a likelihood that the trust will lose its identity as a "Municipal" Tramways Trust. At present the trust consists of eight members, six of whom are appointed by the metropolitan councils and two by the Governor. The method of appointing council representatives is by postal ballot of the members of the councils in groups A and B, the representatives of the Adelaide City Council being appointed by a majority of the members present at a meeting convened for the purpose. I do not find any fault with this except that members who have no actual knowledge of the management of an undertaking such as the tramways can be elected. In these circumstances the whole burden of efficient administration falls upon the shoulders of the general manager. This is exactly what has happened under the present set-up. As an illustration, if I were nominated by groups A or B it would be easy for me, being popular, to be elected to the trust, yet my knowledge of the management of an undertaking like the Municipal Tramways Trust

would be negligible. In those circumstances I would not be a fit person to hold such a position. Undoubtedly that has happened.

The Hon. L. H. Densley—Don't you think the councillors would have a fair knowledge of whether you were competent?

The Hon. S. C. BEVAN—Not necessarily.

The Hon. F. T. Perry—It would be a reflection on them.

The Hon. S. C. BEVAN—It may be, but what I have suggested could easily come about without any reflection upon a member of a municipal council. The person concerned may be one of the most effective councillors in his municipality, but when it came to the management of a huge undertaking such as the tramways he might have no practical knowledge of it, and it is possible that there are men on the trust in this position who would be of no assistance to the general manager. The Premier put three proposals before the councils. The first was that things remain as they are, which meant that the Government and Parliament would not be involved. This was quickly rejected by the councils and they finally compromised on the second proposal. I am of opinion that the third should have been the one brought before Parliament, namely, that the Government take over all transport, including taxis and so forth. This was favoured by Norwood and other councils, and still is. Had this proposal been adopted we would have got efficient administration of our transport system. I would like to quote from a letter forwarded to me, and no doubt to other members, from the Corporation of Walkerville. This letter concludes:—

It is thus claimed that the trams should be under State control, financed by the taxpayer similar to the railways. Your assistance as a representative of our area in achieving this result is earnestly solicited.

Without equivocation I support those views. Attached was a copy of a letter to the municipal bodies from the present general manager of the trust, the concluding paragraph of which is rather important, viz.,

Therefore, unless some alternative presents itself in the meantime, the trust will have to advise the Honourable the Treasurer that it is unable to meet its obligations, which will mean the implementation of Part VI. of the Municipal Tramways Trust Act, which provides for metropolitan councils meeting the trust's liabilities under its debentures.

The Hon. E. Anthony—You should see a copy of the New South Wales Tramways Trust report.

The Hon. S. C. BEVAN—That may suit the contentions of some members, but it does not express the position of all of the transport systems throughout Australia. We are dealing with our own system and I am anxious to see it put on an efficient basis and no longer remain a drain on the people. Since 1946 the trust's finances have shown continued losses and the only remedy attempted has been to increase fares. This has had the effect of forcing people to seek other means of transport, and figures for the past three years show a considerable drop in the number of passengers carried, namely, 1949-50, 77,999,340; 1950-51, 78,141,465; 1951-52, 75,435,607. We may ask what is the reason for this falling off, for there must be one? Our population has increased and the natural result should have been increased use of the trams instead of a drop in passenger traffic of about 3,000,000 in 12 months. I suggest that the biggest cause has been the increase in tram fares. Some have asserted that it is due to the increased use of motor cars, and this may be partly true. But what causes the use of other means of transport but increased fares? It is cheaper for the motorist to use his own car and pick up, say, four of his neighbours than to pay tram fares. Although it is illegal for a private motorist to accept payment from a passenger I suggest that many are picking up friends who live nearby, each of whom pays, say, 2s. a week towards the cost of petrol. The car owner is thus able to travel to and from work free of cost and his friends at 2s. a week each, whereas on the trams it would cost them possibly three times as much. Further, the number of bicycles on the roads has increased considerably and the effect of this on the tramways is very noticeable on a wet winter's day when the cyclists prefer to use the trams. The increased loading is very noticeable. Because of the high fares workers have sought other means of transport. School children are also being penalized by the increased fares. My son travels to the city each day to attend school and procures a monthly pass. This originally cost 5s. but it was increased to 6s. 6d., later to 9s. 4d., and is now 11s. 4d. My two daughters attend school at Henley Beach and also obtain monthly passes. They originally cost 4s. but were increased to 6s. 6d. and are now 9s. 4d. It costs me 30s. a month in fares for my school children, and it would be interesting to know what it costs other parents to send their children to school.

The Hon. N. L. Jude—Do you think that unreasonable in view of the fact that they are obtaining free education?

The Hon. S. C. BEVAN—I would be surprised to know where one can get free education anywhere. It is expensive to educate children nowadays. Increased fares is not the answer to the financial problems of the trust. A more effective administration is required. The trust used to run a bus service from Port Adelaide to the Wayville Showgrounds each Saturday night for trotting patrons and this was widely utilized, but almost overnight it was discontinued and replaced by Bull's private bus service. People rush this service rather than travel to town by a trust bus and then have to change to another vehicle. They naturally prefer to travel direct. Apparently some mal-administration caused the discontinuance of the trust service. Each morning on the Henley Beach tramline the 8.08 tram from Torrensville is full before it reaches Fisher Terrace intersection, which is a compulsory stop. The tram is an H-type tram which most members will recognize as a Bay tram. It is impossible for more passengers to board it at Fisher Terrace and it travels from there to the city without stopping. The 8.12 a.m. tram from Lockleys is a small type tram and this is also forced to leave passengers behind. That is a peak hour of the morning when hundreds of office workers and shop assistants are travelling to work and surely the authorities realize that passengers are being left behind. It is against regulations for passengers to stand on certain parts of the platforms but if employees refuse to allow passengers to board the trams in such circumstances there is an outcry.

As a further example of inefficiency I cite the Hanson Road bus service to Grand Junction Road which has lately been extended to Port Adelaide. There are approximately 500 emergency homes in the Woodville Gardens area and the Woodville North bus service was extended to cater for them. From Wilson Street stop to the next stop the distance is 250yds. but to the next stop it is 600yds. and from that stop to the Grand Junction Road approximately 350yds. In the 600yd. stretch the emergency homes are situated. Gateshead Street is almost midway between those two stops and one would have thought it possible for a stop to have been established there rather than that passengers should be compelled to walk approximately 300yds. to a stop.

The tramway losses have been progressive over the last five years. In 1947-48 the loss was approximately £94,000; 1948-49, £138,000; 1949-50, £236,000; 1950-51, £313,000; and in 1951-52, £529,000, making a grand total of £1,322,000. Had the councils been called upon to make up some of the deficits the matter would have been brought to a head long ago. The Bill provides that the accounts of the trust shall be audited by the Auditor-General, and that is important. Clause 9 provides for the appointment of a new trust consisting of five members appointed by the Governor, but that does not go far enough. The time has arrived when the Government should take control of the transport system; that would result in an efficient service. Failing that, at least one member of the trust should be a representative of the Municipal Tramways Employees Association. The provision would then be similar to that contained in the Abattoirs Act. On occasions the secretary of the Municipal Tramways Employees Association has made representations to the trust regarding what he has considered to be anomalies. He also tendered evidence to the committee of inquiry. If the association had been consulted before the purchase of 13 single deck diesel buses, which are known as half fronts, £6,000 which was expended to convert them from half fronts to full fronts could have been saved. Employees refused to drive the buses because they were unsuitable for traffic conditions. If an association representative had been on the trust, the trust would have been advised as to their unsuitability before the purchase was made. As a result of evidence given by the association secretary to the committee of inquiry the committee made several recommendations. In its final report the committee dealt with the abolition of the special threepenny city fare. The association, with which I agree, maintained that it was wrong to abolish this fare. In the first instance the fare was one penny; it was later increased to twopence and then to threepence. Possibly, it will go even higher. At one time people who lived in the southern part of the city and desired to shop in Rundle Street travelled by tram; but today, owing to the increase in the city section fare, they prefer to walk, because it is cheaper. The same applies to people living in the opposite direction. All that revenue is now lost to the tramways. Surely it would have been better had the trust carried passengers over that distance at a low fare rather than have trams idle during off peak periods.

I understand from the committee's report and the evidence tendered that attempts were made to re-organize the Hackney workshops, but the authority whom it was desired should make investigations was not available and it has been impossible to carry out the necessary overhaul. The association submitted evidence favouring the proposal. The association contended that the administrative staff was top heavy, and this is borne out by the committee's report. On page 13 of the final report the committee deals with the construction of the Franklin Street loop, at a cost of £25,000. The association contended that there was no need for this loop as all trams to and from the showgrounds could have been run through the city to the Adelaide oval loop. This would not have required any alteration to any of the tram tracks, but it would have provided a service through the city and encouraged passengers on to the trams as the new service through the city to Victoria Park racecourse is doing. As trotting meetings are held at night trams using the Adelaide oval loop would not interfere with any football or other sports traffic. As an alternative, showground traffic could have been controlled in the same manner as traffic to Victoria Park racecourse is operated. This is borne out by the committee's report (page 13):—

In Melbourne the committee witnessed the traffic staff handle the turn round of cars in Swanston, Elizabeth and Collins Streets in a manner similar to that suggested by the committee. That traffic was handled with the greatest of ease during periods of intense traffic movement, compared with which the handling of traffic to the Wayville showgrounds is a minor problem.

The association is of opinion that King William Street could carry this small amount of tramway traffic in view of the greater density of that type of traffic handled in the eastern States through busy streets. Before the Franklin Street loop was built, and during the war when tram traffic was at its peak, King William Street had to carry extra traffic, including the great majority of return traffic from the showgrounds. Three points of dispatch could be used to prevent any likelihood of congestion at any one point in dispatching trams to the showgrounds. They are the Bank of N.S.W. cross-over on the eastern side of North Terrace, the Adelaide oval loop, and the Adelaide railway station loop, which was used during the Adelaide Royal Show.

Employees' representatives who gave evidence to the committee maintained that all running schedules needed overhauling. The

Inquiry Committee recommended this. It has been stated that approximately 20 out of 40 hours worked each week are taken up in the collection of fares, but the employees do not make up the rosters; the officials do that. If 20 out of the 40 hours are taken up in the collection of fares it is the fault of the administration and not the employees. Association representatives stated to the committee of inquiry that all rosters needed re-organizing and that there was too much waste on the schedules. Confirmation of this can be found on page 18 of the report, again showing that the committee agreed with the association's representative. Giving evidence before the Joint Committee on Subordinate Legislation the secretary of the association said:—

The Trust states that because of the shortage of rolling stock it is unable to take over such heavy loading routes as Rosewater, Kilburn, Ferryden Park, Edwardstown, and Ascot Park. In the meantime the association is of the opinion that buses now idle in depot yards in off-peak periods should be used on routes now served by private buses in those off-peak periods and so be earning revenue. The loading on the routes mentioned is such, even in off-peak periods, as to make it financially desirable.

Take the Kilburn route, on which considerable sums were spent in the purchase of new buses. This must be a most payable route, if the buses are any indication, as they always have a paying load, even in off-peak periods. Notwithstanding this, the trust said that the expense of putting on buses was unwarranted and that it would not take over the route, but preferred to license private operators. In its interim report the committee said that the maximum use of vehicles was not being made (see page 18 under the heading "Maximum Use of Vehicles.") The committee, dealing with the standardization of buses, on page 17, said:—

There appears to have been no attempt by the trust to standardize the motor bus fleet, with the result that heavy cost is involved in holding stocks of spare parts, and the maintenance costs are increased because with too many types of vehicles the drivers do not all become expert in handling them.

Association representatives expressed this view before the committee. An organization such as the Tramways Employees Association, whose members have had practical experience in the running of trams and buses, was able to point out to the trust where considerable savings could be made, but all its suggestions were brushed aside. The matters I have placed before members substantiate my view that at least one member of the new trust should be a representative of the Tramways Employees

Association. Let me instance the case of the union secretary, who was employed in the traffic branch of the trust for years. He has had considerable experience and would be highly qualified for appointment as a representative on the trust. For years there has been a very close affiliation between the union and the trust. Although at times there have been differences of opinion because of advice tendered by the union and its efforts to get certain matters rectified, the co-operation which exists between the trust and the union has not been broken down. That co-operation would be more closely knit if a union representative were appointed to the trust.

Another matter affects the Cheltenham trams, which at part of the journey travel along a very narrow street. This service connects up with the Largs North bus route. At one time the trust decided to electrify that route and run trolley buses. Concrete poles were erected and overhead wires were installed for the service, but before one trolley bus ran along the route the trust altered its mind and decided to use motor buses. The wires were removed and, I understand, used somewhere else. I do not suggest that they were wasted, but a considerable sum was wasted in erecting the poles and wires and removing them when a decision could have been reached in the first place to use motor buses. Such actions as these have tended towards placing the trust in the position in which it finds itself today. Although I might appear to be critical of the members of the trust, I do not cast any reflection on them. The time has arrived for an overhaul in the trust's administration. I support the Bill and the amendment proposed by Mr. Bardolph.

The Hon. Sir WALLACE SANDFORD (Central No. 2)—All members who have addressed themselves to this most interesting subject have referred to the two reports of the Tramways Inquiry Committee which have been placed at their disposal. It will be recalled that the interim report was issued on March 10 last, followed by the final report on June 6. I am sure I am voicing the opinion of all when I say we are under a great obligation to the members of that committee for their well-arranged and illuminating summary. South Australians are a little more municipal transport-minded because our percentage of metropolitan dwellers is greater than in any other State, being nearly 60 per cent on the latest figures I have been able to obtain. Therefore we feel that if the service does not run to our satisfaction we are suffering difficulties and hardships

greater perhaps than is experienced in any other of the capital cities of Australia. It is not our obligation, I take it, to criticize or apportion blame. We are faced with a complicated and difficult situation and our duty is to see, if it can be done, that such steps are taken as will adjust this ill-balance. It was of no small interest to me to note that of the 20 councils involved only 12 elected to place their views before the inquiry committee. One would have thought that there would have been almost a scramble to put the case from the point of view of the municipalities, but it is very evident that, to the surprise even of the committee, this was not done.

It is certainly our duty without delay to take such steps as may be calculated to stop the financial drift which the report discloses, and the Government is to be commended for the resolute and prompt action it has taken. The final report of the committee did not come to hand until the middle of June, and the Bill is before us now, after having passed through another place. It plans drastic action from the outset. As Mr. Cudmore said yesterday, there were three alternatives. The first he referred to as the "let-them-walk" idea, but of course this was unthinkable. Another alternative was simply to hand the tramways over to the Government, but wiser counsels have prevailed and the form of the Bill is taken from the recommendations of the committee. The personnel of the trust is to be reduced from eight to five and clause 7 suggests that the new members will be expected to expend considerably greater length of time in the performance of their duties than has been the case. It would seem to me that the control will possess a greater degree of flexibility. Both Mr. Bardolph and Mr. Bevan have already submitted a suggestion for the filling of one of the positions to be created. The alteration of the date of the closing of the financial year will keep the accounts of the trust more definitely before the taxpayers than has been the rule, and one is inclined to wonder why the trust's year was made to end in January. I take it that this has been the practice since 1910, when the trust came into being, but Government departments generally appear to adopt June 30 as the best date, and it certainly helps in making comparisons with like enterprises in other parts of Australia.

This debate has been of considerable interest and members have referred to their recollections of the change from horse car to the electric tram. Looking back on the end of the first decade of the century it seemed to

us that the new system was the very last word in public transport, but we did not realize that we were even then only just about to pay the very high price for the internal combustion engine, of which Mr. Cudmore has on more than one occasion reminded us. We imagined a future which seemed very much more secure than it has turned out to be. We followed pleasant ways of life, and smelt and saw the flowers along the path we were walking; the thorns were to come later. For years we luxuriated in thoughts of the benefits that we were to enjoy from this most modern system of moving the public from one place to another, but now we are being called upon to pay the bill.

Yesterday Mr. Bardolph said that it might reasonably be contended that such an undertaking as the tramways should not be required to be a profit-maker; that as the trust was a public service it should be exempt, but he seemed to overlook the fact that if losses occur they must be made good from profits from somewhere else. It is impossible to get something for nothing and the more we develop the thought in our minds that this or that should be exempt because it is rendering a public service the greater will be the mountain of debt that we have somehow got to climb, and which we will find pretty hard going. When Mr. Bardolph referred to the financial difficulties of the trust I interjected that he was putting the case very mildly and he seemed to take exception to this. A very few minutes later, however, he referred to the losses as being most alarming. However, we are not seeking to find a place upon which to lay the blame. Some 40 years ago we instituted what was considered to be, and what really was I think, the very latest system of metropolitan transport. Today it appears to be obsolete, but we do not seem to have realized that its obsolescence did not occur overnight. It has taken a number of years to come about and during that time it has had to fight two foes—obsolescence and a sharp fall in the value of money.

Mr. Cudmore told us that when he was in London recently plans were being made to remove the very last tramcars from the streets in that far-flung metropolis. When I was there a little later, about the middle of this year, the last tram did run on one Saturday night, and I understand there was some souvenir hunting because it was realized that nobody then living would be likely ever to see a revival of the tram services. That is the lesson London has learned but it

does not necessarily mean that because something works satisfactorily or does not work satisfactorily there an opposite set of results may not occur in another place. Mr. Perry, who has had a wide municipal experience, pointed out that Adelaide is about the only place where street transport is being discarded by the municipalities. He also drew attention to the fact that the trust has not protested against the report of the committee of inquiry. I would remind him that few steps were taken by the trust to state its case when the opportunity was offered and to which I referred earlier. He made his most telling point when he said that little was done as the losses of the trust began to assume alarming proportions in 1948 when inflation started to raise its ugly head. Though it is not too late now, we must act positively and decisively while there is still time—and not much of it. Mr. Bevan seemed surprised at the definite increase in the tram fares and he certainly gave some interesting figures, which I do not question, about the cost of school passes. No matter how well managed an organization might be, if the costs of salaries and wages rise at the rate they have in the last few years, the effect must inevitably be felt by the people using the service. The cost of his son's school pass increased from 5s. to about 11s., which is a little over 100 per cent and the cost of his daughters' passes from 4s. to 9s. 4d., which is a slightly higher increase, but in neither case is it, to my mind, disproportionate to the increase in wages which constitute such a large proportion of the cost of activities today.

The Hon. K. E. J. Bardolph—Wages are fixed by a statutory tribunal.

The Hon. Sir WALLACE SANDFORD—The prices of tickets increased because of increases in wages.

The Hon. K. E. J. Bardolph—Are you attempting to justify the increase in tram fares?

The Hon. Sir WALLACE SANDFORD—The arguments submitted by Mr. Bevan seemed to be an expression of surprise that the increase should be so great but it is not out of proportion to the increase in wages.

The Hon. K. E. J. Bardolph—The increase in the cost of children's passes has been over 100 per cent, but wages have not risen to that extent.

The Hon. Sir WALLACE SANDFORD—My comments are in reply to Mr. Bevan's statements and I have had not had an opportunity of checking the living wage increases. There is no alternative to accepting the Bill

but we hope that it will not be long before the control of the service will be handed back to a management that will accept its responsibilities in the full sense of the word. On page 23 of the final report of the committee it is suggested that the Government take complete control of the organization and set up a trust to administer it. In the following section of the report the committee referred to the efficient manner in which private motor bus services are operating successfully on light traffic routes which, if operated by the trust, would involve it in heavy additional loss. My ears are still ringing from the interjections I have so frequently heard to the effect that the solution to all our troubles is to have Government ownership all round.

The Hon. K. E. J. Bardolph—It is not a solution to all of them.

The Hon. Sir WALLACE SANDFORD—Only a year ago I heard the post office cited as an example of a successful monopoly. We are paying more for postage than most of the countries I visited in the last few months. The light traffic routes can be and are operated satisfactorily by the Metropolitan Omnibus Operators Association and similar bodies.

The Hon. S. C. Bevan—They cannot move passengers now on the Ferryden Park route.

The Hon. Sir WALLACE SANDFORD—The people who run these bus services must pay licence fees and contributions to taxation which the trust does not have to do. I have no doubt the recommendations the proposed committee will make will be of great interest and value to the community. If they solve the riddle and cut losses the taxpayers will be better off. Yesterday it was stated that members had received a letter from the Metropolitan Omnibus Operators Association. These operators carried nearly 12,000,000 passengers last year—a figure which is quoted on page 23 of the final report of the committee. It has been conservatively estimated that the capital invested in equipment by these men is over £750,000. They did not come to the Government for financial assistance but subscribed capital and carried nearly 12,000,000 passengers and reasonably submit that they should have a representative on the trust. It is amply evident that these operators are highly qualified to bring about satisfactory results and at least one of them might be appointed with great advantage to the new trust.

The Hon. K. E. J. Bardolph—In spite of that you object to an employees' representative on the trust?

The Hon. Sir WALLACE SANDFORD—Yes. These operators have been trained in a hard school.

The Hon. K. E. J. Bardolph—Haven't the tramway employees?

The Hon. Sir WALLACE SANDFORD—If they were trained they went awry somewhere because private bus operators at least made profits.

The Hon. K. E. J. Bardolph—Couldn't the trust have done so?

The Hon. Sir WALLACE SANDFORD—It is not a matter of what it could have done but what did happen. This is a golden opportunity to obtain the benefits of the wide and specialized experience which these men have. Eleven recommendations are set out on page 27 of the final report of the committee. The Bill is based on them. I express the hope that it will pass and that all its objectives will be attained. I support the second reading.

The Hon. R. E. WILSON (Northern)—This Bill, as expected, has created an interesting debate and all speeches have been of a high order. I shall not speak at great length, but shall refer to a few matters of interest. The unfortunate financial position of the Municipal Tramways Trust has been known to members for a long time. Frequent approaches have been made to the Premier and meetings held between all metropolitan councils to discuss the matter. Certain references were made in the House of Assembly as to who was to blame for the present position. It was even said that Sir William Goodman was, in a large measure, responsible. In the years when the trust was flourishing people were proud of it and Sir William Goodman was considered as second to none in Australia as an engineer. I believe that the main reason he received his knighthood was because of his outstanding ability. There are many reasons, however, why the unfortunate position in which the trust finds itself has arisen.

On looking up the trust's report for the year ended January 31 last, I find that salaries and wages accounted for 64.87 per cent of the trust's costs, the balance of 35.13 per cent being made up of statutory charges, general expenses, sundries, stores and outside services. I think the blame for the trust's position can be attached to a number of people connected

with it. Much has been said about faulty administration. However that may be we cannot help ourselves in future by dwelling on those mistakes.

The Hon. F. T. Perry—We can learn from them.

The Hon. R. R. WILSON—Yes, I hope that we will do so. One mistake was the laying of the Franklin Street loop line, which was put down principally to serve the Wayville showgrounds. I think that 40 chains of line were involved. It is amazing that the trust should carry out this work when it was in such financial straits. I do not agree with Mr. Bevan when he said that more people used motor cars because tramway fares had been increased. I cannot understand how any member can say that it is cheaper to run a motor car than to pay tram fares. I have driven a motor car for years and it costs me at least 8d. or 9d. a mile to run it today, taking into consideration registration fees, insurance, depreciation and the risk of accident. When tram fares were increased many people grouped together and used one motor vehicle and many more rode bicycles. In my view, one of the main reasons for the increase in fares was the lack of manpower production on the part of tramway employees. Fares went up in sympathy with increases in the basic wage. In its final report the committee dealt with the question of free travel and concession fares, the cost of which was borne by the trust. Concession fares and free travel combined were granted to 248 blind people and 880 wholly incapacitated ex-servicemen. The committee suggested that these concessions should be borne by the trust, but I feel that the Government will continue concessions to men who became incapacitated through service to their country. Both Mr. Bardolph and Mr. Bevan referred to the appointment of a representative of the Tramway Employees' Association to the new trust. I am sure that the Government will give every consideration to that matter provided that a person with the necessary ability is available. I feel, however, that the Government will have to go far afield to find persons who can qualify for appointment to the trust, whose future actions will be closely watched. I do not envy any of them their appointment, especially when we think of the huge amount of taxpayers' money that has to be spent to overcome an ugly situation. The new trust will be charged with a heavy responsibility. I have pleasure in supporting

the Bill and hope that men with best available brains will be appointed to the trust.

Bill read a second time.

In Committee.

Clauses 1 to 4 passed.

Clause 5—"Reconstruction of trust."

The Hon. K. E. J. BARDOLPH—I move to insert after new section 9 the following words:—

One of the members shall be appointed on the nomination of the Australian Tramway and Motor Omnibus Employees Association (South Australian Branch).

All speeches on this Bill indicate that, for a long time, a lack of knowledge has been displayed in the conduct of the trust. Members of the Labor Party consider that in order that the new trust will work efficiently every effort should be made to obtain the best brains possible. A precedent for my proposal was created in regard to the Metropolitan and Export Abattoirs Board. A Select Committee was appointed to go into this matter, and, after exhaustive inquiries and hearing many witnesses, a minority report was presented to Parliament, which made it clear that for the efficient management of that public utility an employees' representative should be appointed to the board.

The Hon. W. W. Robinson—That did not prevent stop work meetings, however.

The Hon. K. E. J. BARDOLPH—Industrial stoppages at the Abattoirs were minimized following the appointment of an employees' representative. If such a representative is appointed to the new trust he will be able to place the men's point of view before its members. Employees engaged in an industry become part and parcel of it and take an active interest in its workings. My express desire is to have an efficient working trust.

The Hon. A. L. McEWIN (Chief Secretary)—I hope the Committee will not accept the amendment which cuts completely across the recommendations of the committee whose report has been so favourably commended by practically all members who have spoken. The opinion of the committee was:—

That the present method of control of the Adelaide tramway undertaking has failed because the method of appointment of the trust does not ensure that the members have the necessary experience or capacity to administer such an undertaking, and the condition of this undertaking and its financial position as set out in the report are evidence of the weakness in the machinery of control.

Members know how people were elected to represent interests rather than for their capacity to manage an undertaking of this magnitude. There is complete agreement as to the weakness of the existing management and I think it would be unwise to fetter the selection of the new trust in any way.

The Hon. C. R. CUDMORE—I have no difficulty as to how I should regard this amendment. Apart altogether from the recommendations of the committee I have always been consistently opposed to representation of individual parties, as it were, on a board of this sort. The trust should be appointed quite independently. If we say that a union is to have representation why should we not now decide what other people are entitled to representation and prescribe in the Bill that one shall be a representative of those who sell rails to the trust and another a representative of the city council and so on, which is simply reverting to the old state of affairs.

The Hon. S. C. BEVAN—The few expressions of opposition to the amendment tend to support Mr. Bardolph's contention. The Chief Secretary quoted the report of the committee to the effect that the present method of appointment of members was not satisfactory because it was possible for members who had no knowledge or experience to be appointed. I know of at least two precedents which support the amendment, one the Metropolitan Abattoirs Board and the other the Electricity Trust.

The Hon. A. L. McEwin—They are not there as union representatives.

The Hon. S. C. BEVAN—The Abattoirs Act expressly provides that there shall be a representative of the Meat Employees Union on the board. On the Electricity Trust there is a representative of the Electrical Trades Union, and what better representation can be got than people who have had practical experience of the industry over many years? I quoted a some length this afternoon suggestions made from the union which would have saved £25,000 in one instance and £6,000 in another. We could do much worse than carry the amendment.

The Hon. A. A. HOARE—The suggestion is a fair one and the Government should consider it in an unbiased manner. Mr. Bevan has already cited two instances where union representation on boards has proved successful. In addition, there is a union man on the Savings Bank Board and I have not heard that he has discredited the board in any way.

The principle has been well tried and proved over a number of years. Whoever we place on the trust it cannot be in a worse position than it is now.

The Hon. A. L. McEwin—You are not making that a qualification, are you?

The Hon. A. A. HOARE—No, but union representation would be a help rather than a drawback. Give it a trial because in other cases these men have made good.

The Hon. L. H. DENSLEY—Mr. Bevan made out an excellent case against the suitability of councillors for the job. How can he expect union men, under the same system of election, to be more satisfactory than councillors? His argument on the one hand nullifies his argument on the other.

The Hon. K. E. J. BARDOLPH—I hope the Chief Secretary will reconsider his decision. The Tramways Employees Association members have grown up in the industry, whereas a member of a council may never have had an interest in transport. There is a great distinction between the two cases because the tramways employees' representative would be a member of the industry called upon to assist in putting it back on a proper and profitable basis. Mr. Cudmore says that we need a board of experienced men, and that is exactly the reason why the Opposition is suggesting that one of these experts should be a member of the union. This amendment affords Mr. Cudmore opportunity to support his own contention. The amendment is not moved with any political motives as we are just as sincere as the Government in wanting the trust to work efficiently. We have union representation on quite a number of semi-governmental instrumentalities; on the State Bank board, the Housing Trust, Electricity Trust and two on the Savings Bank board. They were appointed by the Government, not because the Government liked the way they parted their hair, but because it was considered that they had a knowledge which they could impart to the respective boards which other members had never had the opportunity to acquire, and no one will say that they have failed in their duty.

The Hon. C. R. Cudmore—Do you think the Government will adopt a different attitude in this case?

The Hon. K. E. J. BARDOLPH—I am giving it an opportunity to do what it did in regard to the Abattoirs Board. It is not a radical departure from previous decisions of the Government, on which I commend it.

The Hon. N. L. Jude—No members are cited in the Bill and you are trying to get the first nomination.

The Hon. K. E. J. BARDOLPH—No, the Government has the right to appoint members to the trust and in conformity with previous legislation the Opposition desires that it shall be specific that a union member shall be a member of the trust. It will be a caretaker trust and after its appointment will make investigations and make a further report to the Government and Parliament.

The Hon. A. L. McEWIN—Mr. Bardolph has gone to some trouble to point out that union representatives have been appointed to other boards. That indicates that there is no necessity to have a specific provision in this Bill. We want an efficient trust that will handle the running of the tramways in an economic manner. It is not a sectional trust and if a unionist has proper qualifications there is nothing in the Bill to exclude his appointment.

The Hon. K. E. J. BARDOLPH—If I can regard the Chief Secretary's remarks as an intimation that a union member will be appointed I will withdraw my amendment.

The Hon. R. R. WILSON—I can understand members of the Opposition wanting the amendment but I will not support it because if there is a man in the union capable of being appointed he will not be overlooked, therefore there is no necessity for the amendment.

The Committee divided on the Hon. K. E. J. Bardolph's amendment—

Ayes (3).—The Hons. K. E. J. Bardolph (teller), S. C. Bevan, and A. A. Hoare.

Noes (13).—The Hons. E. Anthoney, J. L. S. Bice, J. L. Cowan, C. R. Cudmore, E. H. Edmonds, N. L. Jude, A. L. McEwin (teller), A. J. Melrose, F. T. Perry, W. W. Robinson, R. J. Rudall, Sir Wallace Sandford, and R. R. Wilson.

Pair.—Aye—Hon. F. J. Condon. No—Hon. L. H. Densley.

Majority of 10 for the Noes.

Amendment thus negatived.

Clause passed.

Clauses 6 to 9 passed.

Clause 10—"Right of trust to operate and license omnibuses."

The Hon. K. E. J. BARDOLPH—Most members, and particularly Opposition members, have referred to the laxity of the trust in not keeping abreast of the times with modern transport. This clause empowers the new trust to license and operate omnibuses and gives it an all-embracing power whereby it could lease some of the trust-operated bus services to private operators. Before members are asked to vote the Minister should state the full purport of the clause.

Clause passed.

Remaining clauses (11 to 13) and title passed.

Bill reported without amendment and Committee's report adopted.

Read a third time and passed.

#### INDUSTRIAL AND PROVIDENT SOCIETIES ACT AMENDMENT BILL.

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

#### URANIUM MINING ACT AMENDMENT BILL.

(Continued from October 14. Page 894.)

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

#### ADJOURNMENT.

At 4.20 p.m. the Council adjourned until Tuesday, October 21, at 2 p.m.