

LEGISLATIVE COUNCIL.

Tuesday, February 5, 1957.

The PRESIDENT (Hon. Sir Walter Duncan) took the chair at 2.15 p.m. and read prayers.

QUESTIONS.**NORTH TERRACE SUBWAY.**

The Hon. F. J. CONDON—Has the Government considered the renewed suggestion that a subway be constructed beneath North Terrace from the Adelaide Railway Station to Bank Street? If so, what is its decision?

The Hon. N. L. JUDE—The Government has not considered the matter as it lies fully within the jurisdiction of the Adelaide City Council.

The Hon. K. E. J. BARDOLPH—Will the Minister take up with the Adelaide City Council the proposal to construct a subway to deal with the increased volume of traffic from the railway station?

The Hon. N. L. JUDE—I shall be pleased to accede to the honourable member's request.

REGISTRATION OF MIGRANT DOCTORS.

The Hon. E. ANTHONY—In view of the alleged shortage of medical practitioners will the Government consider the advisableness of amending the Medical Practitioners Act in order to permit the registration of migrant doctors who have appropriate qualifications?

The Hon. Sir LYELL McEWIN—The term "appropriate qualifications" makes the honourable member's question somewhat involved. The Medical Board deals with the registration of medical practitioners who, in this State, are general practitioners, and the standards laid down are reciprocal throughout the Commonwealth and the British Isles. When it is suggested that the Act should be amended I take it that it is implied that some other standard should be accepted in respect of certain persons, perhaps New Australians, who have come from non-reciprocal countries; they may be specialists, who are not provided for in the standards applied here. There is therefore, not the opportunity for them to do other than that which has been provided, namely, a short refresher course at the University, after a preliminary examination, when, of course, they are entitled to register. In other States Government appointments are made and where medical practitioners are are not available New Australians are employed under supervision. That opportunity does not exist in South Australia because we have no

country hospitals where Government appointments prevail and no hospitals without a medical officer. We are thus confined to the activities of our teaching hospital, the Royal Adelaide, where no serious problem exists. A few years ago we had an over-supply of resident medical officers; i.e., those who had passed their medical examinations, and the number was increased to provide for both residents and associates. Afterwards I gave approval for the whole of the number to be included as resident medical officers. Today that number is not quite met. I think the number was actually 49 or 50 and this year there are eight or nine fewer, but there are 11 who are to take supplementary examinations in April or May, and in the meantime there will be those acting officers who have had the same teaching and training as those who are practising, but who will not be permitted to do certain things except under supervision because they have not passed that final examination, which may be in only one subject, and which does not suggest that they are not as competent possibly as some who have passed. The answer briefly is that there is no problem regarding medical officers in this State, and there is not the opportunity which exists in other States per medium of Government appointments.

PINNAROO TRAIN SERVICE.

The Hon. J. L. S. BICE—During a recent visit to Pinnaroo some concern was expressed to me regarding the existing time-table of the train service to Adelaide. The Victorian train arrives at Pinnaroo at 9 a.m. whereas the South Australian train departs from Pinnaroo for Adelaide at 7 a.m. and consequently this involves almost a day's delay in Pinnaroo for those who desire to travel to Adelaide from Victorian towns. Will the Minister of Railways confer with the Railways Commissioner with a view to—(a) obviating the delay occasioned by the present train schedules and (b) co-ordinating with the South-Eastern trains those trains running from Pinnaroo and Barmera in order that passengers from all three centres should arrive in Adelaide at the same time, as was the case in the past?

The Hon. N. L. JUDE—The honourable member was kind enough to advise me earlier in the week of his intention to ask the question, and I got the following report on the matter from the Railways Commissioner:—

The present passenger service to Pinnaroo is a steam train from Adelaide, departing 7.05 a.m. Mondays to Saturdays and arriving Pinnaroo 2.02 p.m. on Mondays, Wednesdays and Fridays, and 2.34 p.m. on Tuesdays, Thursdays

and Saturdays. The difference in timing is caused by the additional amount of roadside work between Tailem Bend and Pinnaroo performed on Tuesdays, Thursdays and Saturdays.

The "up" movement leaves Pinnaroo daily at 7.00 a.m. Mondays to Saturdays exclusive of Fridays, when it leaves at 8.05 a.m., arriving in Adelaide at 2.18 p.m. Mondays to Saturdays excepting Fridays, when it arrives at 2.47 p.m. This later running on Fridays is required for a connecting movement with the "up" South-East passenger train, in order to provide a later afternoon passenger train from Murray Bridge to Adelaide on that day, which train is made up with the Pinnaroo "up" train. The Victorian railcar arrives at Pinnaroo at 8.43 a.m. on Tuesdays, Thursdays and Saturdays, and returns to Victoria at 6.25 p.m. on Wednesdays, Fridays and Mondays. A later departure of the "up" Adelaide train from Pinnaroo has previously been requested by certain interests, but opposed by the local South Australian people.

We have been investigating for some time the possibility of substituting a railcar for the steam passenger train working to Pinnaroo. Serious difficulties have been encountered with the arranging of the transport of parcels and cream, which are at present carried by the steam train. However, our researches are continuing, and if it is found possible to improve the connection with the Victorian railcar, such will be done if we can overcome the difficulty I have referred to of handling the parcels and cream traffic.

It has been the aim of the railways to provide fast passenger trains throughout the State with diesel cars and the chief handicap we have come up against is the immediate demand for services provided which might be called bread and butter trains. The Railways Commissioner points out fairly that if we are to retain the bread and butter trains and stop at every station to put off bread and papers, we cannot produce a better service.

NEW SHIP BUILDING YARDS.

The Hon. F. J. CONDON—I ask leave to make a statement with a view to asking a question.

Leave granted.

The Hon. F. J. CONDON—A statement has been made by the Premier that a private company was considering constructing shipbuilding yards in Australia. Has any prominence been given to the most suitable site in South Australia, that is the Port Adelaide district, have soundings been taken at Birkenhead and can the Minister of Industry say what progress has been made?

The Hon. C. D. ROWE—An overseas firm has approached the South Australian Government asking for certain information regarding the possibility of establishing a shipbuilding

industry in this State. This firm has a world-wide reputation of very high standing, and has indicated that it intends to establish a yard to build tankers up to 40,000 tons. It has asked for assistance from the South Australian Government as follows:—

- (1) The provision of housing for key personnel.
- (2) Assistance with regard to the immigration to this State of skilled operatives.
- (3) The provision of a site which would need to be supplied with water, electricity and transport services; and
- (4) Support of its application to the Commonwealth Government concerning various matters relating to the industry which affect the Commonwealth.

The Government has suggested a number of country sites and a site at Birkenhead. It has also stated that it will give the necessary assistance in the supply of electricity, housing and water either in the metropolitan area or in the country districts, whichever may appear to be the most suitable to the firm. A conference has been arranged between the Treasurer of South Australia and the Prime Minister regarding the matter, and the Prime Minister has indicated that he is prepared to give sympathetic consideration to the application. It is possible that representatives of the company will visit this State later this month to make further investigations, and beyond that it is not at present possible to give any firm indication of where the site will be.

LANDLORD AND TENANT ACT.

The Hon. S. C. BEVAN—Is it true that the Government intends to amend section 55 (c) of the Landlord and Tenant (Control of Rents) Act to provide greater protection to tenants?

The Hon. Sir LYELL McEWIN—As already announced, an amending Bill will be presented this session to clarify an amendment made last session which has proved rather open to a little different construction from that intended by Parliament.

HENLEY BEACH RAILWAY.

The Hon. E. ANTHONY—Can the Minister of Railways say whether any finality has been reached between his department and the local council interested in the closing of the Henley Beach railway?

The Hon. N. L. JUDE—Finality, if it might be so described, was reached by the Metropolitan Transport Advisory Council, but owing to representations by the mayor of Henley

and Grange and some of the ratepayers the chairman of the Committee has agreed to open proceedings to allow the mayor and others to give further evidence, so therefore no finality has been reached.

PRIVATE MEMBERS BILLS.

The Hon. F. J. CONDON—Can the Chief Secretary say what are the Government's intentions regarding the introduction of new legislation this session, and whether private members will have an opportunity to introduce Bills?

The Hon. Sir LYELL McEWIN—It is not the Government's intention to introduce any legislation other than the matters to which I have referred relating to legislation of the earlier part of this session, and discussions will be confined to a clearing up of items on the Notice Paper which remained unfinished at the Christmas adjournment.

QUEEN ELIZABETH HOSPITAL.

The Hon. F. J. CONDON—From personal observation I have noticed the very steady progress made in the construction of the Queen Elizabeth Hospital. Can the Minister of Health say whether there is any obstacle to prevent the work being completed at the anticipated date?

The Hon. Sir LYELL McEWIN—The only obstacle to prevent its being completed at the anticipated date is the normal difficulties related to the construction of buildings of such magnitude. I do not expect any serious delay in the completion of the hospital by the end of 1958. The maternity section is almost completed, and soon nurses will be transferred from their temporary quarters to accommodation in their new block. I do not think there will be any serious departure from the date provided for the completion of the contract. The conduct of the work by the contractors and the men employed on the job has been highly commended by the architects concerned.

REPORTS OF PUBLIC WORKS COMMITTEE.

The PRESIDENT laid on the table reports by the Parliamentary Standing Committee on Public Works on the Blackwood and Belair new water supply system, Hundred of Cummins water supply, Myponga reservoir and trunk main, Port Pirie hospital additions and Supreme Court building (new wing), together with minutes of evidence.

REPORT OF LAND SETTLEMENT COMMITTEE.

The PRESIDENT laid on the table a report by the Parliamentary Committee on land settlement on land development in the Hundred of MacGillivray, Kangaroo Island.

PRESENTATION OF DIVISION GLASS.

The PRESIDENT—I have to inform the Council that the United Kingdom Branch of the Commonwealth Parliamentary Association has graciously presented to each House of this Parliament a handsome division glass to mark the centenary of the introduction of responsible Government in South Australia. The presentations were made on 27th November last by a delegation of members from the United Kingdom Branch comprising the Marquess of Landsdowne, the Right Honourable Emanuel Shinwell, M.P., and the Branch Secretary, Major J. G. Lockart, C.B.E.

I have, on behalf of the Council, thanked the members of the delegation and asked them to convey to the members of their Branch the sincere appreciation of the Council.

It is proposed to preserve the division glass in a glass case on the Table of the Council where it will serve as a reminder of our ties to the British Empire and the Mother of Parliaments to which we owe so much.

ADJOURNMENT.

At 2.43 p.m. the Council adjourned until Thursday, February 7, at 2.15 p.m.