

LEGISLATIVE COUNCIL.

Tuesday, August 13, 1957.

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

ASSENT TO ACTS.

His Excellency the Governor, by message, intimated his assent to the following Acts:—Appropriation (No. 1), Supply (No. 1) and Cellulose Australia Limited (Government Shares).

DEATHS OF MR. L. R. HEATH AND SIR GEORGE JENKINS.

The Hon. N. L. JUDE (Minister of Local Government)—I move—

That as a token of respect to the memory of the late Mr. L. R. Heath, M.P., the sitting of the Council be suspended until the ringing of the bells.

The late Mr. Heath—Larry, as he preferred to be known by all his colleagues—commended himself very early in his Parliamentary career to all his colleagues by his quiet and sincere approach to the problems of the day. Members who realize what a sincere man he was will find it easy to understand his popularity and the high esteem in which he was held throughout his district by all sections of the community, and his sad passing so soon after his election must be regretted by all. His loss will be felt by the community, and particularly by the people he represented in Parliament.

This is a fitting opportunity to remind members, if that be necessary, of the passing, since we last met, of a former member of Parliament and Minister—one who was a very sincere friend to the people of South Australia, and particularly to his colleagues in Parliament. I refer to the late Sir George Jenkins. Sir George gained the respect of the whole community by his forthright and progressive ideas concerning the pastoral and agricultural industries that he represented, and it is appropriate that his name should also be mentioned.

The Hon. F. J. CONDON (Leader of the Opposition)—It is always sad to have to refer to the passing of a colleague—one who had, with us, the privilege and honour of serving in Parliament—and particularly sad considering the circumstances of Mr. Heath's death. Although his Parliamentary career was short, he played an active and important part in

public life. We shall show our sympathy in a practical way by expressing our sympathy to his widow and other relatives. On the day of his burial people came from all parts of the State and, irrespective of political affiliations or opinions, paid their respects to a man who had rendered wonderful service to the State, both as a Parliamentarian and a citizen.

Reference has been made to the late Sir George Jenkins. I knew him for many years and was in a position to evaluate his knowledge and ability and the work he accomplished as a member and later chairman of the Public Works Standing Committee. It may be said that in recent years he was a man of conservative opinions, but he was one of the fairest I have ever met. I express to Lady Jenkins the sincere sympathy of the Opposition at his passing, and I hope that his name will never be forgotten in the political history of the State. I pay my respects to both these gentlemen, and I trust it will be some little consolation to their relatives to learn that they were loved and respected by those who knew them.

The Hon. C. R. CUDMORE (Central No. 2)—I rise to support the remarks of the Minister and Mr. Condon. We all greatly regret Mr. Heath's passing, and I also associate myself with the expressions of regret at the death of Sir George Jenkins. In my Parliamentary life—which I entered upon long after him—I do not think I ever knew one who was of such general influence in the Party, in the House—in fact, everywhere—or so genuinely and widely respected as Sir George Jenkins, who was a friend to us all. Mr. Heath, sadly, died after a very short term in Parliament. His work in his own area, especially in local government, was so well-known that it was for that reason he was sent here to represent his district, and his death was a great loss to every one of us who had met him. He impressed by his genuineness, friendliness and honesty of purpose, and it is a great loss to the State that, at his age, he should have been cut off in such a tragic manner. On behalf of myself and the members of my Party I associate myself with the very genuine desire to pay respect to his memory and offer sympathy to his widow by supporting the motion.

The motion was carried by members standing in silence in their places.

[Sitting suspended from 2.28 to 3 p.m.]

PUBLIC WORKS COMMITTEE'S REPORTS.

The PRESIDENT laid on the table the following reports of the Parliamentary Standing Committee on Public Works:—Intrastate Shipping Wharves and Tug Berths at Port Adelaide, Vermont Girls Technical School (interim), Mitchell Park Boys Technical School (interim) and the New Unley Boys High School, together with minutes of evidence.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from June 27. Page 74.)

The Hon. E. ANTHONY (Central No. 2)—I congratulate the mover and seconder of the motion. Both their speeches were well delivered, contained much matter of rural interest, which was to be expected from them, and were a good contribution to this debate. In the course of his address His Excellency the Governor mentioned the extension of his term, a matter which I am sure will bring general pleasure not only to all members, but to all citizens. Both His Excellency and Lady George have been unsparing in the execution of their duties, having travelled extensively throughout the State and made thousands of friends. They have done an excellent job.

Since the House last met the grim reaper has been very busy among members of Parliament. I refer to the unfortunate deaths of two highly respected gentlemen, one who was still a member and the other who had retired after many years of service. Sir George Jenkins was a member of the House of Assembly and a Minister for many years and devoted a large part of his life to the service of the State and contributed a great deal to its progress and development. I extend sincere sympathy to his relatives.

We also lost a very esteemed member in Mr. Larry Heath, who met his death tragically. Our sympathy also goes out to the members of his family. His death highlights one of the many hazards with which motorists have to contend—the parking or ranking of heavy commercial vehicles. Often they are indifferently lighted and many are left on the side of the roads in more or less dark places and are a continual hazard to motorists at night. Depots should be provided for these drivers who are forced to remain in the city over the weekend. At present there is no suitable place for them. Whether it is a duty falling upon the companies which own these transports, or the matter should be dealt with by the Government, I am not sure, but in the interests of

the public some proper place should be set apart where these men can park their vehicles. It is purely a matter of luck that there are not more accidents associated with this menace.

There are also many other hazards to motorists. Often the lighting in the metropolitan area is extremely bad, and this also applied to the city a few years ago, but latterly the illumination of the city has been greatly improved. The attention of the State Traffic Committee or the metropolitan councils should be drawn to the bad arrangement of "Stop" signs at intersections. At night they are often difficult to see and sometimes are partly hidden by a tree or some other obstruction. They are not illuminated. This disability applies particularly to a stranger driving around the suburbs. It is astonishing that there are not more accidents. Sometimes these signs are removed without the public being notified.

The Hon. Sir Arthur Rymill—Are they not on their way out?

The Hon. E. ANTHONY—If signs are to be removed, the public should be notified. It is all right if you are accustomed to the locality. The wise man usually pulls up at an intersection in any case, but I am afraid that all motorists are not wise. Some take tremendous risks, and thus the lives of many people are imperilled. We have to legislate for those who do not do the right thing. I know that parking presents difficulties in all countries. No-one has yet found a complete solution, and the position is becoming much more acute. Whether the introduction of parking meters will prove the solution I do not know, but it will help. In other cities where they have been introduced the number of cars brought in has been reduced, and the meters have resulted in a considerable addition to council revenue. I am looking forward to the introduction of parking meters in Adelaide as a partial solution of what is becoming a pressing problem.

It is questionable whether the State should be put to the heavy expense of building roads, costing many thousands of pounds a mile, when they are allowed to be used for the parking of cars. I know that the motoring public is faced with parking difficulties, but I question whether cars should be allowed to fill up the city streets. Some are left parked all day, and one sees them parked for miles out into the suburbs. This matter will have to engage the serious attention of all those in authority before long to see that some reasonable and proper place is provided for parking.

Last year it was suggested that certain portions of the parklands should be used for that purpose. I do not think any honourable member or the public would object to that, but we must be careful that too large an area is not taken up.

I was a strong advocate of the removal of tram cars from public transport and the introduction of buses, and I still hold the same views. I hear many people passing complimentary remarks about buses. They say that they do not like travelling in buses, not that buses are not good transport vehicles, but mainly because there are not enough of them. Many passengers cannot get seats, or they may have to ride under difficult or inconvenient conditions. In London one can see streams of buses passing a given point every minute.

The Hon. F. J. Condon—There are hardly any people in many of our buses.

The Hon. E. ANTHONY—There are crowds at bus stops at 4 p.m.

The Hon. F. J. Condon—Yes, at peak periods.

The Hon. E. ANTHONY—Public transport faces a big problem at peak periods. I am afraid we shall never get public transport services to suit everybody at all times, but as the tram cars are being removed the public have a right to a good and adequate bus service.

The Hon. S. C. Bevan—Have you ever been on a Henley Beach bus?

The Hon. E. ANTHONY—I have seen people trying to get on those buses and even hanging on the sides. If we do not provide enough buses we shall be giving the public an open invitation to put more motor cars on the roads. The rise in tram fares has been

another inducement for people to bring their cars to the city, and most of them bring friends, too. I doubt whether the Tramways Trust will ever get over its difficulties by constantly increasing fares, for every time the fares are raised the number travelling diminishes. I think the remedy is to put more buses on the roads.

The Hon. F. J. Condon—The buses will still be crowded at peak periods.

The Hon. E. ANTHONY—Yes, and that applies to the trains too, but it is a problem that must be faced. All public transport services are losing heavily, but I do not think increased fares is the answer.

The Hon. S. C. Bevan—Past experience bears that out.

The Hon. E. ANTHONY—Yes. Thousands of people have to be brought to their work and taken home, and they should be given the best possible transport service commensurate with economical administration. I am alarmed at the increasing number of deaths and injuries resulting from motor accidents. However, I congratulate the National Safety Council and the police on their efforts to inform the public and school children on methods to reduce accidents. Officers of the National Safety Council and many police officials have visited various groups and schools, yet we have a growing tide of casualties and fatalities. In 1956-57 no fewer than 33,420 people were lectured on road safety precautions. All kinds of bodies were visited, including Boy Scouts, branches of the Junior Chamber of Commerce, Girl Guides, and church groups, and hundreds of schools were visited. However, the following statistics on road accidents are alarming:—

	Accidents reported.	Involved casualties.	Number killed.	Number injured.
1954	11,481	3,135	167	3,943
1955	12,836	3,049	179	3,843
1956	12,120	2,719	169	3,487
1957 (January)	1,196	250	23	319
1957 (Feb.)	871	218	13	264
1957 (March)	1,138	276	19	341

The total figures for the first three months of this year were 3,115 accidents reported, 744 involved casualties, 55 were killed, and 924 injured. Those figures are startling for a small State such as South Australia. Accidents resulted from many causes, but probably 80 per cent of them would not have happened if the people responsible had been careful and considerate to others. I feel certain that many

more than 50 per cent of accidents should not happen.

The Hon. S. C. Bevan—The danger is aggravated by the increase in the volume of traffic.

The Hon. E. ANTHONY—That is so; the greater the traffic the greater the percentage of accidents. The figures shown in the above table have been fairly steady through the years; the percentage has not

varied greatly. The responsibility for accidents should not be removed entirely from the drivers. If they were more careful, courteous and considerate there would be many fewer accidents. It is rather a grim document.

The Hon. C. R. Cudmore—Do you think many of them have heard of the golden rule?

The Hon. E. ANTHONY—I should think not, and that applies not only to motoring but to everything else. The more we can do to reduce accidents the better, but I think the major responsibility still rests with the driver. Perhaps portion of the expenses should have to be borne by the driver himself instead of their being left wholly to the insurance companies to meet. That might steady some of the careless ones. Most drivers are insured against damage to vehicles and do not trouble, and in many cases the vehicle does not belong to them.

The Hon. S. C. Bevan—They have to pay the insurance premiums.

The Hon. E. ANTHONY—In many instances the employer pays the premium. If a person is driving his employer's car and an accident happens the responsibility, as far as I know, falls upon the employer.

The Hon. A. J. Shard—Such drivers represent only a very small minority of motorists.

The Hon. E. ANTHONY—A proportion of the responsibility falls upon the employer.

The Hon. A. J. Shard—You want to give the employer all the credit.

The Hon. E. ANTHONY—Whichever way you look at it, it is a serious state of affairs. About 200 people a year are being killed outright on our roads.

The Hon. A. J. Shard—You should get your facts right before you refer to the responsibility for accidents. You should not make general statements.

The PRESIDENT—Order! Honourable members will stop interjecting and the Honourable Mr. Anthony will stop replying to them.

The Hon. E. ANTHONY—Statements made by captains of industry, leaders of thought, and trade gazettes, and the balance sheets of various business firms, all point to great prosperity in this country. It is very heartening to realize that Australia has gone through such a period of prosperity, and the future appears particularly bright.

The Hon. S. C. Bevan—Then how do you account for the increasing amount of unemployment?

The Hon. E. ANTHONY—The honourable member had better get his facts right. I understand that there is no increase in unemployment.

The Hon. A. J. Shard—It has doubled in the last 12 months.

The Hon. E. ANTHONY—According to figures supplied recently by the Government Statistician, the incidence of unemployment is completely static.

The Hon. A. J. Shard—It has increased by 100 per cent in the last 12 months, and I can produce figures to prove it.

The Hon. E. ANTHONY—I am sorry I cannot produce the figures for this year, because they are not yet available.

The Hon. A. J. Shard—According to Department of Labour and National Service figures unemployment increased by 100 per cent between July, 1956, and July, 1957. You should not make statements about things you know nothing about.

The Hon. E. ANTHONY—Perhaps the honourable member does not think there is any prosperity in this country. His Excellency the Governor-General, when officially opening the 1957 Royal Adelaide Exhibition, said this:—

I have felt the surge forward that is so exhilarating to any visitor in Australia, and nowhere have I felt this more than in South Australia. There is in South Australia an atmosphere of stability and enterprise which is of incalculable value.

In a broadcast not long afterwards the Minister of Industry stated that South Australia was not sharing in the slow-down of industrial expansion evident in other States. These statements are borne out by the figures appearing in the latest available Year Book for South Australia. These are the figures the honourable member is claiming are not correct, but I will not argue with the statistician. At June 30 last year there were 4 per cent more factories in operation in South Australia than in the previous year. The number of employees increased by 3,000 and the average weekly wage by 16s. to £17 15s. The figures for this year are not available. I have frequently expressed regret at the Federal Government's attitude of persisting with impositions on industry. The sales tax should be reduced and payroll tax abolished. They were originally imposed when it was necessary to secure more revenue. However, that time has passed and these taxes contribute to the inflationary trend through which we have been going for a considerable period.

The Hon. A. J. Shard—A minute ago you said conditions were static.

The Hon. E. ANTHONY—I am now referring to industry and not unemployment. I was disappointed with the reimposition of price control because it seriously militates against the State's prosperity; it is theoretically and basically wrong. In his book *The Mainsprings of the German Revival*, Professor Wallich of Yale University shows that today the average standard of living of the people is much higher than before the war, unemployment has been eliminated, production has reached record heights, exports have increased rapidly, Government finances are sound, and that the West German economy is one of the strongest in the world. In his reasons for these changes the Professor says that the recovery began in 1948 when the West German Government abolished the greater part of Government controls (price control and rationing), reduced taxes and removed income tax from overtime earnings, provided incentives to business and employees to increase production, and relied on private enterprise to do the major work of reconstruction. Those reasons sum up true Liberal policy in this State and elsewhere. We believe in private enterprise and it has been proved that by removing controls a country can achieve a high standard of living.

At the moment we are celebrating Education Week and I do not think I can add to what has been said about education in the last few days. We have a good system of education which serves even the remote areas. If necessary a child can be educated from the kindergarten right through to the University without cost to his parents.

The Hon. A. J. Shard—That is wishful thinking.

The Hon. E. ANTHONY—I can prove that.

The Hon. A. J. Shard—Tell us how.

The Hon. E. ANTHONY—The honourable member will know perfectly well how it can be done if he has studied the question. A great number of scholarships are provided by the Commonwealth and the State.

The Hon. A. J. Shard—Not every child gets a scholarship.

The PRESIDENT—Order! I have asked the honourable member to stop interjecting; I now tell him to stop.

The Hon. E. ANTHONY—We must at all times look for leaders in this country and if

any child reveals ability, by gaining scholarships he can secure his education free of charge. The Education Department is to be commended for its policy of securing teachers. Young people can receive as much as £6 a week while learning to teach. Whilst we are spending more on education now than ever before we will have to spend considerably more. We are living in a new and advancing age. Young people have to consider the question of automation and our workers must be more skilled than those in the past. In order that he may be more skilled better instruction must be available for him. An ambitious programme has been mapped out and whether we can afford it is something to be considered. Every boy should be able to receive proper training to meet the challenge of the future.

There is much hostility in my district to the quarrying in the metropolitan area. For some time our hills have been disfigured by quarrying and I hope that operations there will soon cease and other means be found to continue the industry. The spot being disfigured today is apparently the only place where suitable quarry stone can be found. All members have had a letter from the secretary of the Local Government Association, pointing out that several years ago the association conferred with quarry proprietors on the unsightly aspect of the hills as seen from the city, and an assurance was given by the proprietors that quarrying would be conducted in such a way that in future virtually no greater scars would become visible. That has not eventuated. More stone has been taken and greater scars have appeared. It is said that local government has no power to control the matter and the secretary of the association suggests that Parliament examine the problem and express its view. The Mines Department has carried out exploratory work on the matter and I understand that a report has been prepared but is not available. Until we have it before us we cannot know the policy of the Government. These scars are not a good advertisement for the State. Our hills have thousands of admirers and I hope the Government will soon tackle the problem, and some redress take place, even at this late stage.

The Hon. J. L. S. Bice—To which quarry are you referring?

The Hon. E. ANTHONY—The Burnside one. I support the motion.

The Hon. S. C. BEVAN (Central No. 1)—I congratulate the mover and seconder of the motion on their fine addresses. They dealt in

an enlightening way with their subject matter and we cannot but benefit from their remarks. I am pleased that the term of the Governor has been extended, for during his stay with us he and Lady George have endeared themselves to the people and have carried out their duties in a worthy manner. The State would have suffered a great loss if the term had not been extended and maybe at the end of two years it may be further extended. I want particularly to refer to one or two paragraphs in the Governor's Speech. The first is:—

My advisers are gratified to observe a continuance of the prosperity which South Australia has enjoyed in recent years. The rapid growth of our population is being matched by the development of natural resources, progress in Government undertakings and housing, and increases in production and commerce.

I was greatly impressed by the words "My advisers." This shows that the remarks were not his own. He also said:—

The recent restrictions of credit did not halt the upward trend, though the rate of expansion in secondary industries slowed down a little. The basic wage in South Australia in terms of real purchasing power is still the greatest in Australia, while the "C" series index reveals that since June, 1953, price rises in this State have been the lowest. The standard of living is higher than ever, and our citizens are animated by a lively spirit of enterprise and optimism.

We are animated in that way because such a spirit must be beneficial to the State. If we had an opposite outlook it would be to the detriment of the State. I doubt the truth of some of the statements in the quotation. If we compare the prices of goods in this State with the prices of similar goods in Victoria we find in many instances that our prices are higher.

The Hon. C. R. Cudmore—Price control deals with that matter.

The Hon. S. C. BEVAN—After price control on clothing was removed, prices rose to such an extent that the Commissioner had to warn departmental stores to "come back to earth or else." The prices of clothing before the Commissioner did that were higher than in Victoria. I fail to see how prices here under the C Series index are any lower than those in the eastern States.

The Hon. Sir Arthur Rymill—You think price control is effective here?

The Hon. S. C. BEVAN—I do, as I have said many times previously. Some goods are still in short supply, and I shudder to think what would happen if the Act were discon-

tinued. Last session the Landlord and Tenant (Control of Rents) Act was amended, and immediately there was such exploitation of tenants that it had to be further amended. There would be similar exploitation if price controls were lifted. I was disturbed that no mention was made of any intention to introduce industrial legislation except, of course, the now infamous long service leave measure. I was rather impressed when His Excellency used the phrase "My Ministers may introduce legislation during the session dealing with long service leave."

The Hon. Sir Arthur Rymill—Do you think "may" is permissive or mandatory?

The Hon. S. C. BEVAN—I think it is permissive, and I suggest there is a significance for the introduction in that the Wallaroo by-election will soon be held. It should be remembered that the legislation could be withdrawn after that by-election is held.

The Hon. C. R. Cudmore—You are not suggesting that long service leave should be under Arbitration Court awards?

The Hon. S. C. BEVAN—No, I am not.

The Hon. Sir Arthur Rymill—But you will have to vote against it whatever you think.

The Hon. S. C. BEVAN—I would vote against the legislation in its present form under any circumstances. Can any member say that it is really long service leave? If seven years is long service, I have had a lifetime of employment in industry. However, I shall reserve my remarks on this matter until the Bill reaches this Chamber, if it ever does. A matter that is causing me great concern is the cancellation of indentures in the metropolitan area, particularly in the metal trades industry, where the numbers of cancellations are increasing alarmingly. The following table sets out the position in the year's mentioned:—

	Apprentices employed.	New Indentures.	Cancel- lations.
1951	1,131	516	16
1952	1,161	488	4
1953	1,201	432	9
1954	1,278	443	65
1955	1,302	690	93

I have been unable to get complete figures for the year 1956-57 but already there have been 61 cancellations. These figures have been obtained from the Factories and Steam Boilers Department and the Registrar of the Commonwealth Court of Conciliation and Arbitration. There must be some reason for this unprecedented growth of cancellations and the Government should endeavour to ascertain what it

is in order to arrest their further development. The abandonment of apprenticeships in the metal trades could have serious consequences upon the future of industry and the economic position of the State, for it will mean a shortage of skilled engineering workers at a time when the metal trades industry is becoming the medium of development in other industries. Industry in general is becoming more and more mechanized, and now we speak of automation. I feel sure that members will agree that this is merely another term for a higher degree of mechanization, and so a greater call will be made upon the engineering industry to supply the machines necessary for this new development. This demand for highly skilled tradesmen can be met only from the rising generation through an adequate apprenticeship system. If the present trend is allowed to continue it could mean a set-back to the industrial expansion of the State, causing industry to import machines for its expansion at high prices, thus adding to the cost of the products and, in turn, to generally increased costs all round.

There must be reasons for this cancellation of indentures. It may be that apprentices lose interest in their work through lack of proper training facilities in the workshops, or through being placed on capstan lathes or milling machines, merely doing repetition work for months on end. Nothing is worse than the monotony of repetitive work for month after month. Again, it could be through lack of proper supervision, and, all told, this results in the apprentice realizing that his chance of success as an efficient tradesman is small, and the cancellation of indentures inevitably follows. It may be held that the responsibility rests upon others than the Government, but no authority in this State is vested with powers to enforce the proper training of apprentices. For instance, the Chief Inspector of Factories has no power to inspect an establishment and to instruct the employer that he shall do certain things in relation to the training of the apprentice. Although reference boards are established under Federal awards they, too, have no powers to rectify these matters.

The Apprentices Act should be amended to give powers to the Apprentices Board to inspect and approve of establishments as proper training places for apprentices; to lay down minimum standards, to investigate allegations that the apprentice is not receiving proper tuition, and to enforce its decisions. In the main our Apprentices Board is merely

an advisory body; it cannot enforce anything, and so the matters to which I have referred cannot be rectified. If allowed to continue we will be faced with an acute shortage of those highly skilled engineers that it will be necessary to have for the future development of the State. The alternative is to drift along as we are now doing and import the machines we need, with our inadequate conditions becoming more and more apparent as time passes. In all sincerity I ask the Government to examine my suggestions with a view to arresting the drift.

On numerous occasions I have referred to the Industrial Code and to the necessity for amending such an antiquated piece of legislation, but nothing has been done in that direction for a considerable time. The regulations under the Industrial Code are important to all trade unions, employers and employers' organizations, yet inquiries at the Government Printing Office elicit the answer that no up-to-date prints of regulations can be obtained. It is impossible to secure a copy and one has to guess many things until the Industrial Court enlightens one on the contents of the regulations. The Industrial Code contains innumerable sections that are, to say the least, antiquated and the whole of the Code should be brought up-to-date to conform with modern industrial standards.

The Code should be amended so that it covers all workers, for the old idea that the rural employer cannot afford to have his employees covered by the Code has long since ceased to have any force. Innumerable employees, including many in the metropolitan area, do not come within the scope of the Industrial Code, and it should be amended to bring them under its provisions.

The section that defines a child worker should be amended to express more adequately what I feel was the original intention; that a child worker is a junior who has reached school-leaving age and left school. With the continued growth of the metropolitan area the definition of "metropolitan area" under the Code is out-of-date, and I believe that places as far away as Gawler should be included within the definition. The section defining piece work is wide open to abuse and it is being abused today. It should say what I believe was meant when it was enacted. Today a contractor may let out work on a sub-contract basis, supplying the sub-contractor with the materials and plant, and under the Industrial Code the sub-contractor becomes a

piece worker; yet I do not believe he should be regarded as a piece worker under the circumstances.

Some time ago I drew the Minister's attention to the section of the Code dealing with the provision of privies and urinals. The Code states that privies or urinals must be provided in factories, yet privies and urinals must be provided in a shop, office or warehouse not being a factory. This means that, provided a factory has a urinal, it complies with the Code. I know of at least one new factory where there is only one and not the other. When approached on the subject, the management said it had consulted the Chief Inspector of Factories and had been advised that if it had either convenience the Code was being complied with. I reported this matter to the Minister who investigated the position and received an opinion from the Crown Solicitor that a prosecution against that management would fail because the word "or" was used in the Code. Why the distinction between these two classes of industrial establishment? Surely the original intention of that section was that both types of convenience should be provided in a factory.

The Hon. C. R. Cudmore—It sounds like a typist's error.

The Hon. S. C. BEVAN—Why should it be? Certainly the provision of both may not be necessary for one class of employee, but for another class both are necessary. Under the Code, as it is worded at present, the provision of one type of convenience complies with the legislation. These matters should be looked into by the Government and the Code should be amended to make its meaning plain. If it was originally intended that only one type should be provided, then I feel that the recent great advance in industry and the growing numbers of employees render the provision of both types necessary.

Mr. Anthony was concerned about road accidents and parking facilities on our roads, but I desire to criticize the condition of some of our roads. Dealing with the subject of roads, His Excellency's Speech states:—

Road authorities have again had to cope with the growing volume of traffic and the excessive weight of loads. To meet these difficulties the Highways Department has this year done more work than ever before. The expenditure amounted to £6,750,000—an increase of over £750,000. As a result of Government action the councils are now better equipped with modern road-making equipment and during the present year have carried out

work valued at £2,340,000 on roads maintained from funds provided by the Government. It is the policy of my Ministers to continue the extension of bituminous roads throughout the State and to provide assistance for developmental roads.

I appreciate that the Government can do work only according to the funds available. The condition of many of our metropolitan roads is deplorable. On one occasion I saw a woman who was walking along Henley Beach Road splashed with muddy water by a passing motor vehicle which ran through a pool. There are innumerable potholes, which are more noticeable in the winter, although if one travels over them in the summer he may think he has St. Vitus's Dance. On the Henley Beach Road near the Deviation Road at the tram bridge, Mile End, there is a lake of water after rain, and on one evening when I ploughed through it I thought the drains had become blocked, but the same condition applies whenever there is rain.

Last Sunday I travelled along the Grange Road, which carries heavy traffic, including tramway buses. If one wants a horror stretch in the metropolitan area I suggest that he drive along this road from the old Findon tram terminus. I have never seen a road smashed up so quickly. There are hundreds of potholes. The Government is in the happy position of being able to say that the local council is responsible for its upkeep. Along the sides, some vehicles have sunk up to their axles in mud. Practically the only source of revenue councils have for road making is from rates, although I appreciate that they do receive some assistance from the Government. This was provided to the West Torrens Council for the remaking of the Marion Road, but the council has not sufficient funds to meet all demands made upon it.

The Hon. N. L. Jude—That road cannot be completed until the drainage is attended to.

The Hon. S. C. BEVAN—I appreciate that it is no use trying to complete a road until drainage is provided. In one section in my district the Engineering and Water Supply Department ripped up the side of the road to lay water mains, and as a result the council will have to remake that portion of the road. Many country roads are also in a bad condition and more and more heavy interstate transports are using our metropolitan roads, but they make no contribution towards their upkeep. Despite the opinion that under no circumstances should section 92 of the Commonwealth Constitution be interfered with, action

should be taken to give the State authority to levy a reasonable tax on these vehicles to ensure that they paid their share of the upkeep of the roads they use. Diesel vehicles, which are usually heavy, also make no contribution. Some people have argued that it would be impracticable to tax diesel oil. They say that there are innumerable stationary diesel engines and that if diesel oil were taxed the owners of those engines would be unfairly treated. Of course in many instances additional burdens would be placed on industry and primary producers, but this could be overcome by having different colours. For instance, standard petrol is of one colour and super-grade is of another. Similarly, diesel oil used in traction could be made a certain colour and a tax imposed on it, and diesel oil used for stationary engines or by primary producers could be of another colour and not taxed.

I realize that the Government has a limited amount of money to spend on our roads, but it could have done better. The Governor's Speech refers to increased expenditure on roads, but I draw attention to the bad condition of the Lincoln Highway. Considerable progress has been made on this road, but I understand about 100 miles of loose surface still has to be completed. The highway carries an enormous amount of traffic, especially as the outports that served so many primary producers on Eyre Peninsula are not now functioning. There are no rail facilities in the vicinity and the road carries much traffic at seeding time because the farmers have to cart superphosphate, and at harvest time the farmers use the road to carry their grain. Many transports carrying stock use this road, and the worst section at present is around Cowell.

Various oil companies have been running reliability trials, and it may be a good idea to suggest that they divert competitors to the Lincoln Highway as a horror stretch. Motor vehicle registration and driving licence fees have been increased to such an extent that the State now gets about £2,000,000 a year from these sources, ostensibly for maintaining the roads, but the money available for this purpose, including the amounts received from the Commonwealth, is far from adequate. I believe the Commonwealth should give greater assistance to the States. Commonwealth aid to the States for maintaining roads was commenced in 1923, when the Commonwealth passed the Main Roads Development Act. Under this Act it provided the States between 1922 and 1926,

with £1,750,000, to get which the States had to raise £1,500,000 themselves. The Commonwealth money was divided amongst the States on the basis of three-fifths in respect of population and two-fifths in respect of State areas. However, the money could be spent only on main roads, trunk roads between important towns, and arterial roads. In 1926 the Federal Roads Act was passed, and agreement was reached between the Commonwealth and the States for the expenditure of £35,000,000 over 10 years, the Commonwealth to provide £2,000,000 each year and the States £1,500,000.

On July 1, 1931, the agreement was amended and the States were relieved of their obligation to contribute as before. The Commonwealth undertook to make grants to the States (on the same ratios of three-fifths and two-fifths as previously) of 2½d. a gallon out of its tax of 7d. on each gallon of imported petrol, and 1½d. a gallon out of its tax of 4d. a gallon on locally refined petrol. Therefore, even in 1931 the Commonwealth did not pay the States nearly as much as its collections from taxation on petrol. Some of the relevant Acts have been amended from time to time, or new Acts have been introduced, and today we have the Commonwealth Aid Roads Act, 1954-56, which provides for the payment to the States of 8d. a gallon in respect of both imported and locally refined petrol. The Commonwealth has increased the tax on imported petrol from 10d. to 1s. 1d. a gallon, and on locally refined petrol from 8½d. to 11½d. The Commonwealth Government has increased the tax on petrol and then made a uniform payment of 8d. per gallon to the States.

I contend that the Commonwealth should do more than it is doing in its return to the States of the revenue collected from the petrol tax. The position would at least bear some investigation. Under the Main Roads Development Act, 1923-1925, which was in operation for four years from July 1, 1922, to June 30, 1926, the Commonwealth collected £1,750,000 in petrol tax, and the average annual payments to the States amounted to £437,500. Under the Federal Roads Act, 1926, which operated from July 1, 1926, to June 30, 1931, the Commonwealth collected £13,939,000, and paid to the States £10,000,000, which meant that almost £4,000,000 was retained by the Commonwealth. The total annual payments to the States was an average of £2,000,000. Under the amended Act of 1931, which was in operation from July 1, 1931, to June 30, 1937, the sum of

£40,447,000 was collected by the Commonwealth, and of that amount £14,226,000 was paid to the States. Under the Federal Aid Roads Act, 1937, which operated for 10 years, £102,989,000 was collected by the Commonwealth, and of that total £32,308,000 was paid to the States, the average annual payment to the States being £3,231,000.

Under an Act known as the Commonwealth Aid Roads and Works Act, 1947, the amount collected was £107,951,000. The amount paid back to the States was £59,753,000. Under the latest Act, known as the Commonwealth Aid Roads Act, 1954, the agreement is to be in operation for a period of five years from that date. This Act was amended in 1956; the actual figures for that period are not available, and apparently will not be available until 1959, but the estimated figures for 1956-57 show that the Commonwealth will collect £47,000,000 in petrol tax and will pay to the States £31,000,000. This means that the Commonwealth during that 12-monthly period will retain £16,000,000 as its share for roads and highways which come within its jurisdiction.

The Hon. A. J. Melrose—What percentage is that?

The Hon. S. C. BEVAN—I have not got right down to the percentage of it at all.

The Hon. A. J. Melrose—You have not read the latest literature on the subject.

The Hon. S. C. BEVAN—The Commonwealth has been and is in a position to make a greater contribution to the States from this source of revenue than it has done. Perhaps it could be argued that on the basis of motor vehicle registrations in South Australia this State has been treated fairly enough, but irrespective of what is collected in any individual State by means of registrations, the intention was that the tax was to be applied to the maintenance and upkeep of roads generally throughout the Commonwealth. I am not in a position to say where the Commonwealth spends the money it retains, but I have recently read statements by people who should be in a position to know that the road built during the war years as a strategic highway to Darwin is rapidly breaking up, and that if the deterioration is allowed to continue much longer a complete new highway will have to be built. Apparently the Commonwealth is not doing much in the way of maintenance of strategic highways. Allowing for the estimated payments to the States of £31,000,000

for 1956-57, I still think the Commonwealth could make a greater contribution to the States than it is doing.

It surely is not necessary for the Commonwealth to earmark £16,000,000 first and then allocate the rest on the basis of three-fifths and two-fifths which I referred to earlier. I hope that the agreement can be further amended so that the States will get greater assistance in the maintenance and building of arterial highways and the financing of local governing bodies in this State for the upkeep of roads. I hope that my criticisms have been constructive and not destructive. In conclusion, I again congratulate the mover and seconder of the motion and heartily support it.

The Hon. Sir ARTHUR RYMILL secured the adjournment of the debate.

ADJOURNMENT.

The Hon. N. L. JUDE moved—

That the Council at its rising do adjourn until Tuesday, August 20, at 2.15 p.m.

The Hon. F. J. CONDON (Leader of the Opposition)—There are two matters of urgency that I desire to refer to. I do not oppose the adjournment, but feel that the Government should be urged to introduce more legislation in this Chamber. We have resumed today after a considerable absence and as a result of this motion will adjourn for a further week. In early September the House will adjourn during the Royal Show. For many years justifiable complaints have been made in this Chamber about the rush of business at the end of each session and that legislation frequently does not receive sufficient consideration. On the Notice Paper in another place are two Bills which more properly could have been introduced here. One seeks to amend the Scaffolding Act which comes under the jurisdiction of the Minister of Industry, who is a member of this Chamber. The trades union movement waited on the Minister in connection with various amendments to this Act and he promised to consider its suggestions. However, the amending legislation has been introduced in another place where it is likely to get a hostile reception.

The Hon. E. ANTHONY—On a point of order, Mr. President, is the honourable member in order in discussing matters that are taking place in another House.

The PRESIDENT—I was about to draw the honourable member's attention to the fact that

he cannot debate or argue any Bill which is on the Notice Paper in another House.

The Hon. F. J. CONDON—I did not intend to do that. I have been referring to complaints about the manner in which the Council has been treated—complaints from both sides of the House. The second item on the Notice Paper in another place to which I draw attention is the Local Government Act Amendment Bill. Who is in a better position to introduce that legislation than the Minister in this Chamber? In view of the rush at the end of the session with evening and all night sittings some alteration should be made to the method of introducing legislation.

The second matter of urgency that prompts my speaking is the increase in unemployment as a result of the falling off of the flour export trade. Recently the Minister for Primary Industry, Mr. McMahon, said that Australia could not afford to get involved in a price-cutting war on export sales with other important exporting countries. He said that the Federal Government had rejected a request from flour millers for a flour export subsidy. The Flour Millers' Federal Council had suggested that flour exports to markets regularly supplied by Australia in the past should be subsidized to meet subsidized sales from other countries. The Government always assists primary production, but manufacturers should also be considered. The flour millers suggested that the price of wheat for flour for local sale should be increased to provide a flour export subsidy fund. The question of subsidies is always debatable, but this trade has stood on its own feet for many years and it is now being seriously threatened as a result of unemployment. Unemployment is increasing, not because of manufacturing costs, but because other countries are subsidizing flour exports by as much as £4 a ton. The manufacturers should be considered if there is to be employment in the industry.

The PRESIDENT—The honourable member is getting too far away from the matter before the Chair. I ask him to come back to the date suggested by the Minister.

The Hon. F. J. CONDON—I have referred to August 20, the date to which it is proposed to adjourn. My next remarks will show that the matter I am mentioning is urgent. The Federal Minister for Primary Industry proposes to set up a committee and seeks the co-operation of the State Government. His purpose is to extend the operations of the

Australian Wheat Board for another five years. No time should be lost in seeing that the manufacturing side is consulted in this matter. When co-operating with the Commonwealth Government on the continuation of the operations of the board the State Government should remember the manufacturers and get the opinions of flour millers so as to avoid unemployment in that industry.

The Hon. C. R. CUDMORE (Central No. 2)—Mr. Condon began his remarks by referring to the Government and the dates of the sittings of this place. Then he got in his remarks about the flour milling industry. I do not propose to try to tie up my remarks with the French Government allowing the importation of wool and skins under its new arrangement. I might not be able to tie up those remarks with the adjournment of the Council until next Tuesday. This place deserves better treatment than it has had in the past in respect of when it is to sit and the matters to be placed before it. I do not criticize the Minister personally because it is not his affair. During last year's session, and the special session in February, this place was not treated as it should have been treated. We should have some idea now of when we are expected to sit next week. All members thought that we would sit today to finish the Address in Reply debate and to be told which matters were coming forward. It is unfortunate that we should have had only two speeches before adjourning. It was not suggested in this place that there should be an adjournment over Education Week. The newspapers, and the adjournment of the other place, told us that this was Education Week and we have had to follow on. We should be treated in a better way. I am glad Mr. Condon mentioned the amendment of the Local Government Act. It is always a strenuous affair to discuss that legislation because everyone thinks he knows something about it. We have read in the press that the Bill has been introduced early to enable members to speak on it. I hope it will come here early and that our members will have plenty of time to discuss it. I hope that in future this place will be given real notice of when it is to sit and the business to be placed before it.

The Hon. N. L. JUDE (Minister of Local Government)—After hearing the remarks on this motion I wonder whether I should not withdraw it and allow members to carry on the Address in Reply debate tomorrow. Mr.

Condon told me this morning that he intended to introduce the urgency of matters affecting the flour milling industry. I am glad I can tell him that this matter is before Cabinet with a view to its making the appropriate representations. It is true that an amendment to the Local Government Act has been introduced in another place but that is only a one clause Bill for a specific and urgent purpose. It is expected that another amending Bill will be introduced as early as possible. It is known to some people that the chairman of the Local

Government Advisory Committee who is also the Assistant Parliamentary Draftsman, is severely ill and that is why we have not been able to go on with the legislation. Regarding Mr. Cudmore's remarks, I will confer with my colleagues to see if all possible information cannot be given to members during the session.

Motion carried.

At 5.17 p.m. the Council adjourned until Tuesday, August 20, at 2.15 p.m.