

**LEGISLATIVE COUNCIL.**

Tuesday, October 18, 1960.

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

**QUESTIONS.****RAILWAY GAUGE STANDARDIZATION.**

The Hon. F. J. CONDON—According to a press report about the standardization of railway gauges in South Australia the first work proposed is the conversion of the gauge between Port Pirie and Broken Hill. Has the Minister of Railways any information on this proposed work?

The Hon. N. L. JUDE—No further information is available as yet, apart from that already given by the Premier. Immediately it is I have no doubt that it will be made available to the Leader of the Opposition.

**FIREWORKS.**

The Hon. F. J. CONDON—Can the Attorney-General say whether any action can be taken against the unnecessarily early sale and use of fireworks, which causes annoyance and danger to the public? I make the request on behalf of a number of parents.

The Hon. C. D. ROWE—I have noticed some criticism regarding this matter and I shall certainly ask the officers of my department to see if action can be taken that will result in a greater measure of safety.

**PRIVATE SCHOOLS.**

The Hon. K. E. J. BARDOLPH—Has the Attorney-General obtained from the Minister of Education a reply to my question of October 5 regarding independent schools being assisted by the Government in their capital expenditure?

The Hon. C. D. ROWE—At present the finance available for expenditure on education is fully absorbed in meeting the demand for departmental schools, which is greatly increased due to the fact that the population in this State is increasing rapidly. In those circumstances it is not possible to assist private schools in their capital expenditure.

**MARGARINE ACT.**

The Hon. F. J. CONDON—The Hon. Mr. Hookings is reported in the *Border Watch* of last Saturday as gloating over the defeat of the Margarine Act Amendment Bill and saying that the dairymen can rest assured that their interests are being watched by the Government. Will the Chief Secretary ask the

Government to appoint the Hons. Mr. Jude, Mr. Densley, Mr. Giles and Mr. Hookings as inspectors under the Margarine Act to police the importation of margarine into the South-East and endeavour to persuade the South-Eastern dairymen not to purchase imported margarine?

The Hon. Sir LYELL McEWIN—I am not sure whether the honourable member intends to put his question on the Notice Paper, but, if not, the answer is "No."

**PREVENTION OF CRUELTY TO ANIMALS ACT AMENDMENT BILL.**

Read a third time and passed.

**DOG FENCE ACT AMENDMENT BILL.**

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

**VERMIN ACT AMENDMENT BILL.**

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

**APPROPRIATION BILL (No. 2).**

Second reading.

The Hon. Sir LYELL McEWIN (Chief Secretary)—I move—

*That this Bill be now read a second time.*

Estimated payments from Consolidated Revenue Account for the year 1960-61 total £85,516,000, while estimated receipts amount to £85,828,000, giving a budgeted surplus of £312,000. Now that the State is no longer dependent upon special grants recommended by the Commonwealth Grants Commission it is proper that over a period of years an overall balance should be secured on Revenue Account to avoid the necessity of diverting loan funds from their proper purpose of providing public works and services so essential for the continued development of the State.

Accordingly this year's Budget has been framed to achieve a modest surplus sufficient to offset the deficit of £311,000 incurred in 1959-60. That deficit, of course, was due principally to the record dry year, which reduced rail and harbour revenues from grain handling, and which caused greatly increased expenditure in the cost of pumping water from the River Murray to supply both country and metropolitan areas. Substantial increases in wage and salary margins further increased payments in the second half of the year. The features which have made it possible to budget for a surplus in 1960-61 are the expectation

of an excellent agricultural season; buoyant revenues generally, consistent with a growing population and a prosperous and expanding economy; and expenditures carefully controlled and constantly reviewed to give services with efficiency and economy.

There are no present proposals to increase taxes or charges, but from time to time charges for services provided will be examined in relation to their costs. It is to be expected that rail and harbour grain movements will continue below a normal level as a consequence of the small carry-over of grain at the end of June last, but some increase is expected in the movement of Broken Hill ores and in general merchandise, and rail revenues will be increased by the rise in freight rates from August 1, 1960. An increase of approximately £3,000,000 is estimated in this State's share of tax reimbursement moneys, and an additional £1,000,000 is anticipated from water and sewer charges as a result of a review of property assessments more closely approaching present-day values.

Increased expenditures will arise this year through the operation of increased wage and salary awards in respect of margins for a full year in all categories, whereas last year increased payments were made for part of the year for most awards but not at all for teachers, police and nurses. Growing population will involve increased commitments for social services, particular emphasis being given to education, but the cost of pumping water this year will be very substantially below payments made last year.

#### THE YEAR 1959-60.

Last year the original estimated deficit was £791,000, whereas the actual deficit was only £311,000. Actual receipts exceeded the estimate by £745,000, while actual expenditures exceeded the original estimates by £266,000. The excess of actual receipts over the estimate arose in the main from the following three items—succession duty, which yielded £210,000 more than budgeted; hire-purchase tax, which brought in £162,000 after being introduced early in 1960; and other stamp duties, which produced £289,000 more than estimated. The excess of actual expenditure over that estimated is partly the result of increased wage and salary margins which cost the Budget almost £500,000 in 1959-60; interest and sinking fund charges on the State debt, which exceeded the estimate by £238,000; and additional funds required by the Engineering and Water Supply Department, to permit extended pumping, and by the Hospitals Department.

These items were offset to some extent by savings under Chief Secretary—Miscellaneous, where certain institutions and hospitals did not claim the full amount of grants provided; under Minister of Agriculture, where the provisions made for fruit fly control and compensation were not fully required; and under Railways Department, where reduced operating costs, as well as reduced traffic offering, lowered working expenses.

#### RECEIPTS 1960-61.

Before dealing with the appropriation of general revenue sought by this Bill I propose to give honourable members a brief outline of the major items included in this year's estimated receipts of £85,828,000, which exceed last year's receipts by £5,551,000. State taxation is estimated to increase by £692,000 over the amount received last year to £11,840,000. The principal items included under this heading are—motor vehicles registration and licence fees to increase by £211,000 to £4,375,000, but this will have no net effect upon the Budget for the proceeds of motor taxation are transferred to the Highways Fund pursuant to the Highways Act; stamp duties, an increase of £346,000 to £2,572,000, largely as a result of the hire-purchase stamp duty introduced last year which is expected to yield some £400,000 this year; succession duties, to rise by £40,000 to £2,400,000; and land tax, a rise of £63,000 to £1,423,000.

Receipts from public works and services are estimated at £41,963,000, an increase over last year's receipts of £3,251,000. The major items from which it is anticipated this increase will be derived are:—

Education, £1,234,000, an increase of £154,000 due almost entirely to the higher level of Commonwealth grants for University purposes.

Harbors, £2,500,000, an increase of £196,000 arising from the better agricultural season, increased handling of grain at bulk loading installations, and increased charges to cover increased costs at the Osborne coal handling plant.

Railways, £17,655,000, an increase of £809,000, of which £709,000 is expected from greater mineral and general merchandise traffic, from the adjustment in general freight tariffs operating from August 1 last, and from increased special rates.

Waterworks and Sewers, £6,283,000, an increase of £1,200,000. Of this approximately £1,000,000 will result from a more up-to-date

assessment of property values and £200,000 from extension of water and sewer services to new areas.

Hospitals, £2,215,000, an increase of £130,000, being the net result of the operation for a full year of the new scale of hospital charges introduced from February 1, 1960, and additional amounts attracted under the Commonwealth Pharmaceutical Benefits Scheme, partly offset by reduced claims on the Commonwealth under the Tuberculosis Scheme.

Interest and Sinking Fund Recoveries, £8,353,000, an increase of £683,000 over last year's recoveries. This variation is a natural consequence of substantially increased expenditure of loan moneys for housing purposes through the State Bank and the Housing Trust, and of further advances to semi-Governmental bodies, principally the Electricity Trust.

Under Commonwealth receipts, taxation reimbursement moneys are estimated to increase by over £3,000,000 to some £30,700,000 as a result of increases in population and in the level of salaries and wages. The special grant from the Commonwealth under Section 96 of the Constitution, which last year amounted to £1,426,000, is discontinued this year. Honourable members will recall that in June, 1959, new arrangements covering Commonwealth reimbursements to the States recognized South Australia's progress and economic development, and that, as from 1959-60, the State ceased to be a claimant State dependent upon further grants recommended by the Commonwealth Grants Commission.

PAYMENTS 1960-61.

Estimated expenditure this year on purposes for which appropriation is contained in existing legislation is £23,083,542, of which the main items are:—

	£
Interest and Sinking Fund in respect of the Public Debt of the State . . . . .	18,202,000
Transfer to the Highways Fund of the net proceeds of motor taxation . . . . .	3,368,000
Contribution by the Government to the South Australian Superannuation Fund . . . . .	1,013,000

The difference between total estimated expenditure for the year and payments already authorized by special Acts is £62,432,487, which is the amount to be appropriated by this Bill. Details of the requirements of each department to carry out its normal functions for the year are shown in Clause 3.

I shall now give honourable members a brief outline of the major appropriations sought to continue and expand these activities during 1960-61.

Police Department, £2,592,395.—This is an increase of £319,000 over the actual amount spent during 1959-60. The increased provision is required mainly for salaries and wages, for which an additional £254,000 is provided. The new Police Officers' Award, operative from June 1 last, will cost an additional £120,000, and provision has been made for further strengthening of the force which has been below the authorized establishment for some time.

Sheriff and Gaols and Prisons Department, £476,268.—This provision exceeds actual payments made last year by £29,000. An amount of £24,000 of this increase is due to the operation for a full 12 months of the Cadell Training Centre, which opened to receive selected trusted prisoners from Yatala in January this year. At present some 55 prisoners are accommodated and are being trained in fruit growing, dairying, pig raising and other farming techniques. A contract has recently been let for the second stage of this project, which is the construction of a cell block capable of holding 60 short-term prisoners. This stage is scheduled for completion before June 30, 1961.

Hospitals Department, £6,003,762.—This is an increase of £637,000, or 12 per cent, over last year's actual expenditure. The main features in this expansion are a full year's expanded service of the Queen Elizabeth Hospital with all ancillary and supporting services, and the opening of the new general hospital at Mount Gambier. The main building of the new Mount Gambier Hospital is of six storeys and will accommodate 217 patients. It is expected to be in operation towards the end of 1960. The old hospital building is to be converted into a nurses' home with accommodation for approximately 50 nurses. Funds have also been provided this year for the development of further specialist services at Royal Adelaide Hospital, for improved staffing at country hospitals, particularly Port Pirie and Port Augusta, and for the payment of increased salaries to nurses in accordance with a recent agreement.

Children's Welfare and Public Relief Department, £774,000.—An additional £71,000 is estimated to be required this year above actual expenditure incurred last year for the upkeep of the schools, homes, training centres

and other institutions under the control of the department, for the payment of relief to widows, deserted wives or pensioners with children, and for assistance to families in serious need through continued sickness or unemployment. Commitments for salaries and wages of staff will rise by £36,000 this year, while the cost of provisions, equipment, clothing, fuel and other expenses of the department, will increase by some £35,000.

Department of Public Health, £316,000.—This year's provision is greater by £90,000, or nearly 40 per cent above last year's payments. Over £33,000 of this increase is due to the transfer of the chest clinic from the Hospitals Department so that it may form an integral part of the service to detect and combat tuberculosis. This service, known as the State X-Ray Health Survey, will be furthered by the purchase of caravans and equipment to cost £27,000, which amount will be recouped from the Commonwealth under the tuberculosis scheme.

Provision is made for continuing the poliomyelitis vaccination service provided from specially equipped mobile caravans. The success of the campaign may be gauged from the wide public response and the very low number of cases notified in the four-year period for which the service has been operating. In addition the department will require an estimated £82,000 to continue medical and dental school health services. This is an increase of £10,000 over expenditure incurred last year and is necessary to serve the increasing school population.

**Chief Secretary—Miscellaneous, £2,289,818.**—A sum of £1,896,000 is proposed for medical and health services, an increase over last year's expenditure of £70,000. There are four main categories under which this provision may be considered. Grants to hospitals, institutions, etc., total £1,335,000. Provision has been made for maintenance and for alterations, additions, and equipment required by larger organizations such as the Adelaide Children's Hospital, the Home for Incurables, the Mothers' and Babies' Health Association, and the Queen Victoria Maternity Hospital. Grants for a number of country and community hospitals are also included in this section.

Subsidies to institutions, etc., are estimated at £187,000. The main provisions under this heading are subsidies to Kalyra Sanatorium, Minda Home, and the District and Bush Nursing Society. Included are proposed

subsidies towards the provision of additional accommodation which total over £97,000, mainly for building extensions at St. Andrew's Hospital and at Minda Home. Conditional subsidies to hospitals, where the amount paid is conditional upon the hospitals themselves raising a certain part of their operating requirements from fees and other revenues, will this year require £169,000, which is £10,000 greater than the comparable figure for last year. Provision is made for payments to be made to 49 separate country hospitals.

Special subsidies to hospitals for additions, alterations and equipment, are expected to amount to £149,000 during 1960-61. Subsidies are proposed for 43 hospitals, the larger proposals being for Angaston, Millicent, Naracoorte, Tumby Bay, and Victor Harbour. Also included in the provision of £1,896,000 for medical and health services is £52,000 for ambulance services in metropolitan and country areas, which is £12,000 above the figure for last year.

Other special payments provided for under the heading of Chief Secretary—Miscellaneous, include the following:—

	£
Royal Institution for the Blind ..	32,000
S.A. Institution for the Blind, Deaf and Dumb .. . . . . . . . . . .	10,000
S.A. Symphony Orchestra .. . . . .	14,000
S.A. Fire Brigades Board—additional grant .. . . . . . . . . .	53,000
Transport concessions to—	
blind persons .. . . . . . . . . . .	10,000
pensioners .. . . . . . . . . . . .	113,000
blind and incapacitated soldiers	86,000

Publicity and Tourist Bureau and Immigration, £267,111.—In addition to provisions for the maintenance and improvement of national pleasure resorts, and for advertising the tourist attractions of this State, proposed expenditures include—£34,000 for subsidies to municipal authorities for the development of tourist resorts, which is almost £17,000 greater than similar subsidies given last year; £31,000 for subsidies towards the construction of swimming pools, which is an increase of nearly £20,000 over subsidies paid in 1959-60 for these purposes; and £15,000—an increase of £10,000 over actual expenditure last year—on subsidies towards the provision and development of recreation areas.

Treasurer—Miscellaneous, £6,145,854.—Variations in items which appear on both the revenue and expenditure sides of the Budget are the main cause of the decrease of over £1,100,000 in the appropriation sought under this heading compared with actual payments last year. The largest of these variations is

the transfer of part of the special Commonwealth Grant to Consolidated Revenue Account in respect of past deficits which was £1,426,000 last year but which, in accordance with the present financial arrangements between the Commonwealth and the State, is not now required.

There are two other items which do not affect the deficit for the year. The first is the contribution to the Commonwealth of principal and interest in respect of moneys borrowed under the terms of the Commonwealth-State Housing Agreement. The estimated commitment of £1,133,000 for principal and interest is £176,000 in excess of last year's payment, but will be fully recouped to the Budget by the South Australian Housing Trust.

Secondly, the transfer to the Railways Department is to be increased by £100,000 to £4,300,000 this year. It is designed to reduce the prospective deficit in the Railways Account to a figure which could possibly be eliminated by further achievements in reducing expenditure or attracting revenue.

Lands Department, £795,630.—This amount is required to meet expenses associated with land development and settlement, surveying, mapping and recording, and the collection of revenues due to the Crown under leases etc.

Minister of Lands—Miscellaneous, £250,094.—This provision includes £36,000 for the purchase of an area of over 1,100 acres in the Humbug Scrub area to be used as a national reserve.

Engineering and Water Supply Department, £3,700,000.—Payments proposed under this heading total £153,000 less than was spent in 1959-60. Whereas £922,000 was the cost of power used for pumping last year the very good season has permitted reduction of this year's estimated cost to £364,000. After taking account of this reduction, and of an increase of £16,000 in this State's contribution for River Murray maintenance works, the total amount available for the department's normal operation and maintenance programme will increase by £389,000, or almost 14 per cent, to £3,245,000 for 1960-61. This provision will enable the department to effectively maintain its growing assets and to make good the measure of maintenance which had to be deferred last year because of restrictions on finance.

Aborigines Department, £427,909.—Expenditure for the implementation of Government policy on native welfare has risen steadily from £64,000 in 1949-50 to £357,000 in

1959-60, and a further increase of £71,000 to almost £428,000 is proposed this year. The proposed payments are to provide better accommodation for aborigines, grants in aid and other assistance to church missions for the improvement of living conditions and physical welfare, supplementary ration scales and medical supervision, and for the development of reserves where tribal people, and particularly their children, may be encouraged, but not forced, to take a real interest in our way of life.

Public Works, £1,393,100.—This provision is to meet the cost of repairs and maintenance of Government buildings, furnishings, and the cost of replacement furniture. The appropriation sought exceeds last year's actual payments by £167,000. The main provisions are:—

£563,000 for school buildings, an increase of £60,000 over expenditure in 1959-60;  
 £435,000 for hospital buildings, a rise of £52,000;  
 £54,000 for police and courthouse buildings as against £61,000 last year; and  
 £309,000, or £59,000 more than last year, for other Government buildings.

Education Department, £11,783,100.—This is an increase of no less than £1,470,000 over last year. Salaries and wages are expected to increase by £1,129,000 to an amount of £9,357,000, and contingency lines to increase by £341,000 to £2,426,000. Over £600,000 of the increase in salaries and wages is to pay higher salary scales recently granted to teachers under an award of the Teachers' Salaries Board. The last 10 years has been a period of unprecedented expansion in education, during which the number of enrolments in primary and secondary schools of the Education Department has more than doubled.

There are now approximately 6,000 full-time teachers in the department's schools, and, including some 1,300 secondary school students holding teaching scholarships, there are approximately 3,000 young people in training for service in the department. This year 420 students from the Teacher's Colleges took up appointments in the schools, and by 1964 this figure will rise to over 800 annually. A considerable easing in the recruitment position has been noted recently, and it is apparent that at present salary levels teaching is an attractive profession.

Minister of Education, Miscellaneous, £2,648,325.—The appropriation sought is £532,000 greater than the amount actually spent under this section during 1959-60.

Grants to the University of Adelaide, additional to the £44,000 to be paid under the authority of special legislation, are estimated at £2,065,000, which represents an increase of £454,000 over last year's payments. Grants to the South Australian Institute of Technology are set down at £351,000, which is £56,000 greater than for 1959-60. Other grants included in this section are:—

	£
Kindergarten Union of South Australia . . . . .	160,000
Institutes Association of South Australia . . . . .	25,000
National Fitness Council of South Australia . . . . .	9,000
South Australian Oral School . . . . .	5,000
Townsend House School for deaf and blind children . . . . .	17,000

Department of Agriculture, £806,500.—This year's provision exceeds last year's payments by £98,000. For the continued development of a new area at the Loxton Research Centre it is proposed to spend almost £17,000 this year as against expenditure of less than £4,000 on this project in 1959-60. Provision has been made for improvements and general working expenses at the various research and experimental centres operated by the department, for the purchase of livestock and equipment required at these centres, for the continuance of information and advisory services, and for the control of diseases and pests, including fruit fly.

Agriculture, Miscellaneous, £372,897.—The increase in this provision, after excluding the grant made to the Lord Mayor's Bushfire Relief Fund last year, is £55,000. The two major items under this heading are, firstly the grant to Waite Agricultural Research Institute of £305,000, which exceeds last year's grant by £21,000. This grant forms part of the State's contribution to the University of Adelaide and is determined at the same time and under the same conditions as the main grant to the University which I have already mentioned. Secondly, expenditure on demonstrations and research conducted by the Bushfire Research Committee with the aim of introducing bush fire prevention and control measures is estimated this year at almost £33,000, which is an increase of £26,000 over the amount devoted to this purpose last year.

Mines Department, £573,750.—This is £55,000 less than actual expenditure in 1959-60 due to the transfer last year of the Research and Development Branch of the department to the Australian Mineral Development Laboratories.

This organization is now operating under the control of a council which comprises representatives of the mining industry and the Commonwealth and State Governments. The South Australian Government's annual contribution, for which appropriation is already contained in special legislation, is £135,000. If last year's actual expenditure and this year's proposals were adjusted to exclude all expenditure on activities now performed by the Australian Mineral Development Laboratories, then it would be seen that an additional £50,000 is provided this year for activities which remain the responsibility of the department. This will permit the continuation and expansion of the valuable work of investigating, testing and recording the mineral resources of the State.

Harbors Board, £1,521,000.—This provision exceeds last year's actual payments by £114,000. The increase is mainly to meet requirements for wharf maintenance, dredging of channels and general working expenses of ports, including the costs of operation of bulk loading installations.

Railways Department, £14,616,500.—This represents an increase of £353,000, which is less than 2½ per cent in excess of actual payments for 1959-60. Of this increase 2 per cent is due to higher wage and salary rates, while only one-half per cent is due to increases in all other commitments. This small proposed increase in costs, despite an increased volume of mineral and general merchandise traffic forecast for the year, is a further indication of the success of the change from steam to diesel locomotion which will be continued during 1960-61, and a pointer to the achievements of the railways administration in its search for economy and efficiency in all sections of the department.

Highways and Local Government Department, £501,173.—This year's provision exceeds last year's payments by £68,000, but has no impact upon the Budget, for costs associated with the department are deducted from motor vehicles taxation receipts in determining the amount to be transferred to the Highways Fund in accordance with the Highways Act. The main reasons for the increase in appropriation sought are the proposed strengthening of the staff of engineers, surveyors, draftsmen and other technical officers, and the effect of paying increased salary and wage rates awarded last year for the full year 1960-61.

Clause 2 of the Bill provides for the further issue of £44,432,487, being the difference between the amount authorized by Supply

Act (No. 1) (£18,000,000) and the total of the appropriation required in this Bill.

Clause 3 sets out the amount to be appropriated and the details of the appropriations to the various departments and functions. This clause also provides that increases of salaries or wages which become payable pursuant to any return made by a properly constituted authority may be paid, and that the amount available in the Governor's Appropriation Fund shall be increased by the amount necessary to pay the increases.

Clause 4 authorizes the Treasurer to pay moneys from time to time authorized by warrants issued by the Governor, and provides that the receipts obtained from the payees shall be the discharge to the Treasurer for the moneys paid.

Clause 5 authorizes the use of Loan funds or other public funds if the moneys received from the Commonwealth and the general revenue of the State are insufficient to make the payments authorized by this Bill.

Clause 6 gives authority to make payments in respect of a period prior to the first day of July, 1960, or at a rate in excess of the rate in force under any return made by the Public Service Board or any regulation of the South Australian Railways Commissioner. Clause 7 provides that amounts appropriated by this Bill are in addition to other amounts properly appropriated. I commend the Bill to honourable members.

The Hon. F. J. CONDON secured the adjournment of the debate.

#### HIGHWAYS ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 11. Page 1235.)

The Hon. A. J. SHARD (Central No. 1)—This Bill enables access roads to be controlled by proclamation and permits the building of freeways, motorways or autobahns, whichever term is used. I support the second reading, but in Committee I shall move amendments to permit access roads to be declared by regulation and not by proclamation. When the Minister explained the Bill members could have been pardoned for regarding it as an innocent measure and one not associated with much expenditure, but on examination members must see that the cost of the proposal will be tremendous. The Minister did not tell us from where the money would come, and he gave no indication of where the access roads and freeways would be. I have some know-

ledge of these freeways or autobahns and I wondered where they could be built in South Australia.

The Hon. Sir Frank Perry—The Minister is looking 50 years ahead.

The Hon. A. J. SHARD—From my experience I think he must look more than 50 years ahead. I do not want it to be thought from my remarks that I am opposed to the building of freeways or autobahns, but I do not think South Australia, and particularly the metropolitan area, lends itself to the building of them in the same way as they are built in other parts of the world. The Town Planning Committee in an interim report on the metropolitan area of Adelaide in July, 1960, suggested seven places where these freeways could be built. They were:—

- (1) From Gawler to Sellicks Beach, to serve the predominant north-south traffic flow and passing to the west of the central area.
- (2) From the central area to Port Adelaide to provide for through movement to the main industrial areas and waterfront facilities.
- (3) From the central area to Modbury, as a result of the large population expected in that locality and the limited capacity of existing roads.
- (4) From the central area to Stirling.
- (5) From Modbury to Port Adelaide, to provide a necessary link between the two areas.
- (6) A link from the north-south freeway near Marion to Port Adelaide, to provide port-bound traffic from the south with a by-pass of the inner areas and to improve access to the main metropolitan beaches.
- (7) A completed ring route for fast moving traffic around the outer terraces of the park lands. Completion of this ring route would enable movement from one part of the metropolitan area to another without interfering with the heavy central area traffic.

The report said, "A system of freeways needs to be fully integrated with the local road system which will require considerable improvement." I think that in England they have only one freeway, known as M.1., and it extends from 20 miles outside London to Birmingham. One wonders how the proposed freeways will be constructed in South Australia. I am not an authority on autobahns, but I have seen them in Germany. I was taken for a series of drives on the autobahns outside Cologne. The great difficulty experienced was to know just how to get on to them. In the main they were situated well outside the city. Our Town Planning Committee refers to a central area. I could not ascertain where that

central area would be, but I assumed that it would be somewhere near the centre of the metropolitan area. If autobahns, as I know them, are built as proposed by the committee the cost will be tremendous, and many people will be unhappy about their existence. That is why I suggest that the matter should be dealt with by regulation rather than by proclamation. Even if it were only a matter of taking over land, without considering the buildings on that land, there could be a tremendous effect on the persons concerned. I have seen places where rows of houses and business premises have been demolished for the building of an autobahn. Around Los Angeles they went through a suburban area and brushed everything aside.

I speak from memory in this matter. I looked up my diary and was not able to find any information, but I think I was told that the cost of demolishing the buildings was far greater for each mile than the actual cost of the building of the freeway. I do not know whether the Minister agrees with that statement?

The Hon. N. L. Jude—That is correct.

The Hon. A. J. SHARD—When we examine the Town Planning Committee's report on that aspect and realize that a freeway will be constructed from Sellicks Beach to Gawler we can understand that many people will be adversely affected thereby. I should hate to wake up one morning to find that a freeway was to run through my home but that could happen under this Bill and it would be done by proclamation. People owning a small business such as a delicatessen or some other small store may be perfectly happy with their business and no amount of compensation will be sufficient to recompense them if their business were taken from them. Parliament should have the last voice on whether these things should be done.

The Hon. S. C. Bevan—Who shall determine the amount of compensation?

The Hon. A. J. SHARD—That is dealt with in the Bill. Leaders appearing last week in the *Advertiser* and the *News* suggest that once the freeways are built and are in use the bulk of our traffic problems will be solved and road safety will be greater. It is suggested that the accident rate will fall, but my experience overseas does not lead me to support that view. The authority who spoke to me on this subject in Germany said that the accident rate was considerably higher on freeways.

The Hon. N. L. Jude—That was because the road was carrying far more traffic. The percentage of accidents is smaller on freeways.

The Hon. A. J. SHARD—That may be so, but the percentage of fatal accidents is higher on the German autobahns than it is on other German roads. I was told that that was because of the speed at which people travelled on the autobahns. However, if we are looking 50 years ahead perhaps I need not worry, but I was not happy on the autobahns. My idea of a pleasant Sunday afternoon's drive is not to speed at 70 to 80 miles an hour. Freeways and autobahns do not solve the problem of the accident rate. In the main I agree with the proposals in the Bill, but there are some clauses that I could criticize. Clause 6 provides for a new Part IIA of the principal Act and new section 30a provides:—

The Governor may, on the recommendation of the Commissioner, by proclamation—

- (a) declare any road or part of any road or any land acquired by the Commissioner to be a controlled-access road;
- (b) declare that any controlled-access road shall cease to be a controlled-access road; or
- (c) make any alteration in any proclamation for the time being in force under this Part.

The powers of the Governor, by proclamation, are extremely wide. He may over-night declare any road or part of a road to be a controlled-access road and there is no right of appeal against that proclamation. It is wrong to provide that such important things may be done by proclamation and in the interests of the people I have spoken of it would be better to allow Parliament to review such matters. It cannot be said, as it has been on many previous occasions, that it is a matter of urgency and that it should be left to the Executive Council. The suggestion is that we are looking 50 years ahead and if that is so even if it should be vital to do something in six or seven years' time it would not hurt or hinder anyone to wait a short time. As members of Parliament we have full responsibility for legislation of this nature and we should not have to tell people that we cannot speak on their behalf because an Act of Parliament covers the position. Parliament should be the final arbiter on questions of such importance as this one. Parliament should not give the Executive Council a blank cheque to do certain things as suggested by the Chief Secretary recently when speaking on another matter. This matter is so big and can prejudice so many people by taking away their rights that



Parliament should take full responsibility for saying whether it can or cannot be done.

Subclause (2) of new section 30a is one with which I agree. It deals with certain pieces of land or roads declared to be a controlled-access road and in part states:—

thereupon the Commissioner shall have and may exercise in respect of such controlled-access road all the powers for the purpose of construction, reconstruction, repair and maintenance which the said council has

It is right that once a road has been declared the Commissioner should have the right to do everything necessary in connection with it, but what will the councils say about subsection (3) of new section 30a which states:—

Upon the making of any proclamation under paragraph (b) of subsection (1) of this section the powers of the Commissioner under subsection (2) of this section shall cease and revert to the council of the district concerned.

Everyone makes mistakes, and the Commissioner may make a mistake. He may decide that a certain road or piece of land should be declared and he may use it, later finding that it does not fit into the plan, and then willy-nilly gives it back to the council. There is no provision stating that it shall go back to the person from whom it was taken in the same condition as when it was taken from him. The Commissioner may just say he doesn't want it and throw it back into the lap of the council. If I were a member of a council and something was taken away from the council I would expect it to come back in the same shape as when it was taken away. I would like to hear the Minister on that point.

New section 30b deals with provision for compensation. I have examined the new section and consider it satisfactory. I read the Minister's second reading speech and the only point I question is the limit of 12 months in which compensation may be claimed. Twelve months may seem a long time, but to a person involved in a matter of this nature it is not long when we consider all the inquiries the aggrieved person may have to make. The Minister said 12 months was adopted because that is the time given in other States. I agree with new sections 30c and 30d because they give the Commissioner power to erect notices, signs, fences and barriers on controlled roads and freeways. The Commissioner should have the power to make roads as safe as possible. New section 30e deals with fences in relation to controlled-access

roads and I agree with the provisions of that section.

Clause 7 amends section 43 of the principal Act and deals with regulations applying to controlled-access roads. This clause relates to some of the things I spoke of before I dealt with the clauses *seriatim*. Paragraph (f) provides for the regulation of the speed of vehicles on controlled-access roads, and it is necessary to control speed limits. Speeds should be kept as low as possible within reason rather than as high as some people would want them. It has been stated in the press that there will be a 60 miles an hour limit in the country. I agree with that, because I consider that many people drive too fast, irrespective of where they are. My wife and I have an understanding that we do not exceed 50 miles an hour. I consider this is absolutely essential. If others adopted the same practice, particularly when driving in the country, we would not have so many bad accidents. If we can save one life, we shall have achieved something.

Other paragraphs in the clause are as follows:—

- (g) the regulation, control or prohibition of the standing of vehicles on controlled-access roads;
- (h) the control of the movement of vehicles on controlled-access roads;
- (i) the prohibition of the use of controlled-access roads by pedestrians or animals;
- (j) the control of the size, weight, power and type of vehicles using controlled-access roads.

The inclusion of paragraph (g) should prevent many shocking accidents in which people are badly hurt by colliding with stationary vehicles. The provisions in the Bill leave little room for criticism. My principal objection is that I think that these new provisions should be included in the law by regulation rather than by proclamation. In Committee I intend to submit certain amendments. I support the second reading.

The Hon. Sir FRANK PERRY secured the adjournment of the debate.

#### LANDLORD AND TENANT (CONTROL OF RENTS) ACT AMENDMENT BILL.

Second reading.

The Hon. Sir LYELL McEWIN (Chief Secretary)—I move—

*That this Bill be now read a second time.*  
The purpose of the Bill is to extend for a further year the operation of the Landlord and Tenant (Control of Rents) Act. Whilst the housing position is considerably improved, as compared with the position in post-war years,

the Government is still of opinion that the Act should be extended for a further period of 12 months. It has been the practice for the Act to be extended for such a period to enable Parliament to review the position during every year and to decide whether the control given by the Act is still necessary. There can be no doubt that the operation of the Act has, over recent years, done much to stabilize cost levels in South Australia. During the war, building virtually ceased and a housing lag was created which, to some degree, is still with us. Without the control given by the Act, there is no doubt that rents would have soared to heights making it virtually impossible for the ordinary person to rent a house without the greatest of hardship and it has been seen, as various classes of premises have been released from control, that the rents of those premises have increased appreciably. There is still a substantial number of houses subject to the control given by the Act and the Government feels that to enable these rents to be increased without restriction would have a bad effect upon the economy of the State.

For the last 10 years it has been the aim of the Government to relax control bit by bit and to endeavour to see that substantial justice is done between landlord and tenant. Various classes of premises have been released from control and the amount of rent which the landlord is entitled to receive under the Act has been increased from time to time. Provision has been made whereby any increases in such as rates and taxes and outgoings generally incurred by the landlord are to be passed on to the tenant, whilst the general standard of rent fixed under the Act has been increased. If the control given by the Act were not continued there would be no doubt that the result would be a tremendous increase in rents payable. This forecast is illustrated by what occurred after an amendment was made last year to subsection (2) of section 6, which was moved by an honourable member in another place. The effect of that amendment was to remove from control of any kind parts of premises let in houses which had not been let as a whole up to 1953. The result of the amendment was that tenants, immediately after the Act was assented to, were in the position that their rents could be increased by the landlord and, even more important, they could be given notice to quit without any reason and thus deprived of the protection of the Act. The Housing Trust was soon inundated with many complaints from tenants affected by the amendment who had been told by their landlords either to "pay up

or get out," and the experience of this amendment illustrated the danger of suddenly removing the protection given by a statute to a class of persons.

If controls are to be relaxed they should be relaxed in the method followed by the Government over the last 10 years, that is by removing control over evictions with respect to leases entered into after the particular legislation, and not with reference to past transactions. The application rate made to the Housing Trust for rental accommodation is a good test of the housing demand in the State. During the year ended June 30, 1960, the trust received 6,818 applications, including 1,172 for emergency accommodation. In the previous year the trust received 6,716 applications, including 1,331 for emergency dwellings. In the year ended June 30, 1960, 3,140 applications were received for the purchase of houses compared with 4,418 for the previous year. During the year ended June 30, 1960, the trust completed 3,174 dwellings and it is thus evident that the trust's building rate is still inadequate to meet the annual demand made upon it. The total house-building rate for the State is, under existing circumstances, very satisfactory and we are reducing the backlog of houses at a creditable rate, but there is still a shortage of houses and the demand for rental houses is still in excess of the supply. The Government therefore considers that the legislation giving control over rentals and over evictions should be continued for another year and the Bill extends the operation of the Act until December 31, 1961.

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

#### ENFIELD GENERAL CEMETERY ACT AMENDMENT BILL.

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

#### BUSH FIRES BILL.

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

#### REAL PROPERTY ACT AMENDMENT BILL.

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

#### ROAD TRAFFIC BOARD BILL.

Second reading.

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

*That this Bill be now read a second time.*

It provides for the establishment of a Road Traffic Board, and contains new provisions

about speed limits. It has been introduced as a preliminary to the consolidating and amending Road Traffic Bill, the drafting of which is nearly complete. If Parliament approves of the idea of having a traffic board it will make a considerable difference to the bigger Bill, and it is desirable to have an early decision on this question. The management of road traffic has become a very large and complex task in industrialized countries throughout the world. Governments everywhere are faced with the need to take measures to deal with increasing traffic accidents and congestion on the roads.

In Australia more than 2,000 people are killed on the roads each year and more than 50,000 are injured. The total loss is enormous and perturbing. These casualties take place notwithstanding constant expensive campaigns of instruction and exhortation to road users. If any appreciable reduction in accidents is to be brought about, road users themselves will have to make the greater contribution to it by exercising care and restraint far above present standards. But traffic authorities and road builders can also play an important part in reducing accidents and congestion, and for this reason the Government has given consideration to the question of improving the administrative arrangements for the management of road traffic. It is important that scientific methods and the accumulated knowledge of traffic management and of the behaviour of traffic should be fully utilized in dealing with the problems which exist today, and providing for the greater needs of the future. In South Australia the number of vehicles on the roads each year increases by about 5½ per cent of the number in the previous year. If this tendency continues it means that the number of vehicles will be doubled in 13 years, and in seven years the increase will be approximately 50 per cent. Average speeds also tend to increase. It is therefore vital to look ahead and to see that our traffic practices and laws as well as our roads are adapted to a very great increase in the volume of vehicles.

In recent years traffic boards or commissions have become a common method of co-ordinating the activities of the various Governmental authorities whose work affects the management and behaviour of road traffic. They are also a medium through which the relatively new science of traffic engineering is applied in an attempt to reduce traffic accidents and congestion. Traffic engineers are trained experts in the use of traffic control devices, and in the design of road arrange-

ments for safety and free flow of traffic. They are also trained to assess the effect of traffic laws and regulations as well as of control devices on the behaviour of road users, and in the techniques of traffic surveys. The great value of the traffic engineer is now generally recognized.

In the United States almost every State and most cities with a population of 50,000 or upwards have their own traffic engineers and the smaller cities commonly take the advice of consulting traffic engineers. The South Australian Government has two traffic engineers and I believe every other Australian State employs officers of this kind. I mention these points about traffic engineering because an essential feature of the scheme in the Bill is that at least one member of the proposed Road Traffic Board will be a traffic engineer, and it will probably be necessary for the board to have the assistance of other traffic engineers. Another reason which has influenced the Government in proposing a traffic board, is that the number of matters coming before the Government which need the advice of persons with scientific as well as practical knowledge of traffic and roads, is constantly increasing. I am not referring to questions of general policy such as are suitable for the State Traffic Committee, but to technical questions relating to traffic control devices, equipment and standards of vehicles, rights of motorists on dual highways, protection of pedestrians, and so on. These questions can best be solved by the joint efforts of traffic engineers, road authorities and police officers who are specialists in traffic matters.

This Bill therefore proposes a board of three persons to be appointed by the Governor. One must be the traffic engineer of the Highways and Local Government Department. Another member must be a police inspector or superintendent, who will be nominated by the Commissioner of Police. It is essential that the police should be represented on the board both because of their great practical knowledge of traffic, and the need for securing co-ordination between the police and other traffic authorities. The other member will be a person nominated by the Minister. The Governor will appoint one of the members to be chairman of the board. The board will take over a number of duties relating to traffic now being performed by the Commissioner of Highways, the Commissioner of Police and the Registrar of Motor Vehicles. Most of these duties relate to the control of the installation of traffic control devices and aids, such as

lights, stop signs, pedestrian and school crossings, road markings, roundabouts, safety-zones and other like structures. The board will also take over the issue of permits for the use of over-sized vehicles, and vehicles above the legal weight. These functions are now performed by the Registrar of Motor Vehicles and the Commissioner of Highways respectively.

The general provisions about the constitution and functions of the board are contained in clauses 4 to 7 inclusive. The specific duties of the board in addition to these which it will have under the Road Traffic Act are set out in clause 8. They include the following:—

- (a) recommendations to the Governor and public authorities for the prevention of road accidents and better flow of traffic;
- (b) promoting uniformity in the design, location, etc., of traffic control devices and signs;
- (c) research into accidents and other road problems;
- (d) publication of information for the benefit of road users;
- (e) technical help to authorities concerned with road traffic;
- (f) reports on proposed traffic laws and regulations and other matters referred to the committee by the Governor.

Nowadays the Government receives numerous suggestions and complaints about traffic matters and many of these will fall within the scope of the board. Clause 9 of the Bill provides that traffic control devices placed on roads by the Commissioner of Highways with the approval of the board may be paid for out of any money voted by Parliament for expenditure by the Commissioner on roads. This clause does not authorize the Commissioner to pay for any class of road signs or signals other than those for which he pays now, but it will enable the cost of these items to be paid from and charged against whichever road fund is appropriate.

Clause 10 provides that an authority which seeks the approval of the board for the erection or removal of a traffic control device must give the board any information reasonably required by the board, and that the board may grant or refuse any application or grant it subject to conditions. Clause 11 provides that an authority which is dissatisfied with a decision of the board about the installation of a traffic control device will have the right to apply to the board for a review of its decision. The board must give its reasons for any decision on request, and consider and decide every application for review.

Clause 12 contains a provision on the lines of an existing regulation under the Road

Traffic Act. It empowers the board to secure the removal or modification of illegal, misleading or dangerous traffic control devices erected on roads. At present similar powers are vested in the Highways Commissioner, but as these powers have a direct bearing on the management of traffic, the board, if created, will be the proper authority to exercise them. Clause 13 proposes an alteration of the law relating to excessive speed. The Government has recently given consideration to this question because of the fatal accidents which have occurred on country roads and in some of which excessive speed appears to have been an important factor.

The present law as to excessive speed is in section 43 of the Road Traffic Act. The section makes it an offence to drive at an excessive speed, and provides that a *prima facie* case of excessive speed can be made out by proving that the defendant drove at more than 25 miles an hour in a municipality or town, or more than 40 miles an hour anywhere else. If a *prima facie* case is made out under these provisions the defendant can escape conviction if he makes it appear probable that his speed was not excessive. In recent years there have been very few prosecutions under this section. For practical purposes it is obsolete. The speeds which it attempts to enforce are clearly too low for modern roads and vehicles and it is easy for motorists to escape conviction. The Government has therefore decided to repeal the section and to insert in its place a more realistic section which will create an overriding speed limit of 60 miles an hour and be more strictly enforced. The proposed new section lays it down that if a person is proved to have exceeded 60 miles an hour he will only be able to escape conviction if the court is satisfied that his speed was not dangerous in the circumstances. The onus on the driver will be heavier than under the present law, because he will have to satisfy the court—that is to prove beyond reasonable doubt—that his speed was not dangerous.

Clause 14 also deals with the law as to speed limits. It empowers the Governor on the recommendation of the traffic board to make regulations declaring zones, that is specified roads or parts of roads, on which a speed limit different from that now fixed by the Road Traffic Act will apply. On roads within municipalities, towns and townships where the limit is now 35 miles an hour, the Governor will be able to declare a higher or lower limit. The present limit of 35 miles an hour is probably too high for some congested urban and suburban

areas, and too low for portions of municipalities which are in more or less open country. The Governor will also have power to fix speed limits on stretches of road on which under present law no specific limit applies. There are numerous precedents for speed-fixing laws of the kind proposed in clause 14, particularly in the United States. In that country traffic authorities are commonly empowered, upon making engineering and traffic investigations, to determine whether a speed limit greater or less than the normal speed limit would be reasonable and safe under the conditions found to exist upon a particular road or part of a road, and to make declarations accordingly. A scheme on the same lines is also in force in Victoria, while in New South Wales the Minister of Transport can introduce a 30 mile an hour limit on any road or part thereof. A requirement of the scheme set out in this Bill is that signs shall be displayed on the roads to mark the zones in which the special speed limits apply.

The remaining clauses of the Bill—clauses 15 to 25—are for the purpose of transferring to the board certain powers now exercised in connection with traffic control devices and other traffic matters by the Commissioner of Highways, the police and the Registrar of Motor Vehicles. Approval for the erection of traffic lights, the marking of pedestrian and school crossings and right turn marks and traffic lanes, and the construction of traffic islands and safety zones must, under present law, be obtained from the Commissioner of Highways. The power to grant permits for the use of over-size vehicles now rests with the Registrar of Motor Vehicles, while permits for the use of over-weight vehicles are issued by the Commissioner of Highways. It is proposed that all of these powers shall be transferred to the board. The Registrar of Motor Vehicles as well as the Commissioner of Highways concur in these proposals and agree that a traffic board is the appropriate authority to exercise powers of the kind to be transferred.

In commending this Bill to Parliament, I would like to make it clear that it is not the object of the Bill to take away powers from local or other authorities. In other States, in the interests of securing uniformity in traffic control, there has been a much greater measure of centralization of traffic powers than in this State. In South Australia the councils still have control over parking, routing of traffic and the erection of traffic control devices, although, as I said, in connection with traffic control devices there is now some over-riding

State control in the interests of uniformity. I think it is correct to say that this Bill does not extend the present ambit of control, except possibly in one respect. In the past there has been some doubt whether median strips on roads are traffic islands which are subject to control of the Highways Commissioner under section 358 of the Local Government Act. The Bill clarifies this point by putting median strips in the same category as traffic islands. The Bill is submitted to the favourable consideration of honourable members in the confident hope that it will prove to be a valuable contribution towards the solution of the traffic problem.

I ask members to give this important Bill their serious consideration as early as possible for the specific reason that it is hoped to introduce this session a Road Traffic Bill, the consolidation of which Sir Edgar Bean has been working on for some time. It is obvious that it is desirable to know as early as possible whether the Road Traffic Board Bill is acceptable to Parliament. We want to know that before the consolidated measure is introduced.

The Hon. S. C. BEVAN secured the adjournment of the debate.

#### COMPANIES ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 11. Page 1240.)

The Hon. K. E. J. BARDOLPH (Central No. 1)—I support the second reading of the Bill, regarding which the Attorney-General gave a lucid explanation. I do not intend to deal with the points he covered. I have gone carefully through the measure and emphasize that it is a comprehensive one. It is the outcome of many conferences of the Assistant Parliamentary Draftsmen of the various States. I pay a compliment to our Assistant Parliamentary Draftsman for his contributions at the conferences and for drafting this Bill. Its whole purport is to bring about some measure of uniformity in certain aspects of company operations law.

I want to raise two queries. The first is whether the Bill is a contravention of section 92 of the Commonwealth Constitution. Many applications have been made to the High Court for a legal interpretation of the section, but to the layman it connotes freedom of trade between the States. This Bill deals with trading companies, and it must relate to South Australian companies with branches in other States, and to companies in other States with branches in South Australia. That

makes me wonder whether similar legislation should not be passed in the other States. Was the matter considered by the various conferences? I have said previously that South Australia is in the habit of passing legislation rather hastily without looking to see what is around the corner.

My other query is whether constitutional powers mentioned rest within the Commonwealth Constitution. Often there is a monetary bean feast for legal men in interpreting laws as between the Commonwealth and a State. True, the Commonwealth law is paramount when both the Commonwealth and the State have a similar law, but if the State has a law and the Commonwealth has no law dealing with the specific matter the State law stands.

This is not a controversial Bill and can be best dealt with in Committee. Of course, some of its provisions will provide considerable thought amongst members, but when they are raised in Committee no doubt the Attorney-General will give members the information they desire.

The Hon. F. J. POTTER secured the adjournment of the debate.

#### PRICES ACT AMENDMENT BILL (No. 1).

Second reading.

The Hon. C. D. ROWE (Attorney-General)

—I move—

*That this Bill be now read a second time.*

In deciding to seek an extension of the Prices Act, consideration has been given to a number of factors which have convinced the Government that it would be unwise to allow this legislation to lapse at this juncture. Chief of these are:—

- (a) The restraint of inflationary tendencies to the absolute minimum practicable is a vital foundation for consistent growth in exports of manufactured products. Unless such measures are taken, the ability of industry to hold and increase our share of world markets will become progressively more difficult.
- (b) For several years now primary producers have been caught between rising production costs and lower overseas markets, thus resulting in lower returns than previously enjoyed.
- (c) New enterprises with a capital value in excess of £100,000,000 have announced their intention of establishing in South Australia and the Government will itself be obliged to spend at least another £100,000,000 during this period of expansion.

- (d) The need to preserve the most favourable advantage which this State enjoys over other States on home building costs. These lower building costs have enabled authorities in this State to construct 600 more houses per annum out of the funds made available from Commonwealth sources for home building than could have been built with the same amount of funds in any other State. A similar position exists in respect to houses built from funds made available by private lending institutions here. Several hundred additional houses per year can also be built from these funds.
- (e) Consumers in South Australia at present are able to purchase an extensive cross section of commodities at prices lower than any other State in the Commonwealth. If the industrial stability which has long prevailed in this State is to continue, then the procurement of every-day necessities at fair and reasonable prices is desirable.
- (f) The need still exists for the community, particularly persons in the lower income brackets, to have some form of redress against exploitation.
- (g) The notable success which the Prices Department has achieved in assisting certain industries to restore orderly marketing which had broken down due to the complexities of an ever changing economic situation, and the knowledge that further assistance will be necessary and has already been sought in a number of directions.

Some of the factors mentioned are self explanatory and require no elaboration. The issues involved in two or three cases however are of great economic importance to the State and its future welfare and can be better appreciated if explained in more detail.

Existing buoyant conditions and pending increased activities not confined only to the metropolitan area indicate that the future growth of the State will indeed be remarkable providing reasonably stable conditions can be maintained. Some conception of the progress to date and the momentum with which it should accelerate can be gained from the following:—

- (a) No other State percentage-wise can approach the £100,000,000 figure of firms wanting to establish here.
- (b) This State's population is increasing at a faster rate than any other State. South Australia, with a population

equivalent to 10 per cent of the Australian total, is absorbing 15 per cent of all migrants entering Australia.

- (c) Adelaide, if not already the third largest city in the Commonwealth, will undoubtedly become so very soon.
- (d) In 12½ years from June, 1947, to December, 1959, four country towns in South Australia have more than doubled their population. In the same period another three towns have increased their population by from 68 per cent to 93 per cent. The towns concerned and their population increases are:—

- (f) In the next 10 years the Australian work force is expected to rise by over 1,000,000 or at about twice the rate of the previous 10 years. South Australia's share of this increased work force is expected to be not less than 15 per cent of the Australian total which means that the rate of increase here will be well over twice the rate for the previous 10 years.

By contrast with the boom in industry and commerce, the position is being reached where a number of primary producers would incur hardship if costs were to rise unchecked. The primary producer is Australian's main

	June, 1947.	December, 1959.	Per cent increase.
Lucindale .. . . . . .	634	1,650	160
Kingscote, K.I. . . . . .	1,113	2,500	125
Port Augusta .. . . . . .	4,351	9,200	111
Mount Gambier .. . . . . .	6,771	13,850	105
Naracoorte .. . . . . .	2,202	4,250	93
Port Lincoln .. . . . . .	3,972	7,350	85
Loxton .. . . . . .	3,270	5,500	68

Twelve and a half years ago there were 10 country towns in the State with a population in excess of 4,000. Today there are 20 such towns. In the same time the number of country towns with a population of 5,000 or over has increased from 4 to 15 (250 per cent increase).

(These figures have been taken from the Commonwealth Statistician's figures and cover municipal corporation and district council areas as the case may be.)

- (e) Despite one of the worst droughts in the State's history the increase in the value of retail sales for South Australia was the highest of all States for each of the four quarters ending March, 1960, and show as follows (Commonwealth Statistician's figures):—

overseas income earner and must sell a large portion of his products at fixed prices whilst his costs are continually rising. In addition primary producers have not yet felt the full effect of the marginal increases granted earlier. On some of the main primary products the position is as follows:—

- (a) For wheat, the cost of production has risen from 7s. 1d. per bushel in 1949-50 to 14s. 10d. per bushel this year. The export price last year was 13s. 10d. per bushel and the price from August, 1959, to February this year averaged 13s. 3d. per bushel.

- (b) While the home consumption price of wheat has been rising, export prices of flour have fallen from £38 13s. per ton (average for 1947-52) to £29 16s. 3d. per ton for 1958-59. In the same period exports decreased from 837,000 tons to 468,000 tons.

	June, 1959. Per cent.	September, 1959. Per cent.	December, 1959. Per cent.	March, 1960. Per cent.
South Australia .. . . . . .	9.8	11.0	11.9	13.1
Victoria .. . . . . .	5.5	4.3	6.3	5.4
New South Wales .. . . . . .	4.0	6.0	5.6	8.4
Queensland .. . . . . .	6.9	8.0	8.5	8.8
Western Australia .. . . . . .	3.2	7.1	7.6	13.0
Tasmania .. . . . . .	6.9	1.7	3.9	3.4

An increase in the home consumption price of wheat automatically becomes an increased cost in the production of flour. With rising costs, flour has been priced out of a number of export markets with consequent reduced mill production and increased milling costs.

- (c) The fall in wool prices will also seriously affect wool producers' incomes. It is estimated that the average price for 1960-61 will be in the vicinity of 48d. lb. and compared with the average price for the preceding six years will represent a drop in annual income of close to £100,000,000 to Australian wool producers.
- (d) A number of other export industries associated with primary production have also been severely hit by rising costs, notably the fruit canning and processed milk products industries, which affect fruitgrowers and dairy farmers.
- (e) The position regarding both supply and increased costs on new and second-hand cornsacks has also given cause for concern. The Prices Commissioner has only recently been quite active on this matter and as regards once-used cornsacks has been able to make certain arrangements that supplies will be available at reasonable prices. On new cornsacks which are not subject to control the Commissioner has taken action to ensure that any price increases will not exceed the extent of increases in landed costs.

It should be obvious that apart from the necessity to safeguard primary producers and the consuming public, a number of important industries will themselves require all the assistance which can be possibly given as regards limiting the extent of increased costs.

Referring to the favourable price position which this State enjoys I have in my possession a list covering 35 foolscap pages which contains a total of about 650 price comparisons for South Australia and other States covering a wide range of essential goods and services. The comparisons show that in practically every case the price listed for South Australia is lower than the other States and in a great many cases the prices are not only lower but considerably lower. As brand names are mentioned in a number of cases it is not possible to publish the list which

incidentally will surprise many members should they desire to peruse it.

The Hon. F. J. Condon—Is any wheat sold in South Australia under 15s. a bushel?

The Hon. C. D. ROWE—I have not that information available now, but I shall be glad to get it for the honourable member. In considering the extension of this legislation, I would ask members to bear in mind that its discontinuance would cause some undesirable repercussions. It is pointed out that this Act is being administered with due regard to all sections of the community. It should not be overlooked that submissions from time to time urging the abolition of this legislation reflect the views of only some sections of the community whereas there are other sections and individuals who are continually pressing for wider and more rigid controls. Under the circumstances and for the reasons given I ask members to support the extension of the Prices Act for a period of a further 12 months.

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

#### PORT PIRIE RACECOURSE LAND REVESTMENT BILL.

Second reading.

The Hon. C. D. ROWE (Attorney-General)  
—I move—

*That this Bill be now read a second time.*  
Its object is to revest in the Crown a triangular shaped portion of the land that had been vested in the Port Pirie Trotting and Racing Club Incorporated pursuant to the Port Pirie Racecourse Site Act, 1946, so that that portion of land could be dedicated under the Crown Lands Act for education purposes and used by the Port Pirie high school as an extension to to the school's playing fields. The committee of the Port Pirie Trotting and Racing Club Incorporated has unanimously agreed to relinquish the portion of land in question so long as the balance of the land remaining vested in the club is not affected.

The portion of land in question adjoins the Port Pirie high school and is at present, with the club's consent, being used by the school for recreation purposes. The portion of land is also isolated from the rest of the land vested in the club by a deep drainage channel. The school which has an enrolment of nearly 800 children will soon have 1,000 children and the present playing fields being inadequate for that number, this additional area, if made available, would provide the necessary area required for the extension of the playing fields.



While the club is willing to relinquish the area, it has no power to transfer the land. This Bill accordingly provides for the revesting of the portion of land in the Crown. Clause 3 contains the appropriate interpretations. Clause 4 provides that on and after the commencement of the legislation the land shall cease to be vested in the club, shall revert to the Crown and become Crown Lands. Clause 5 provides that the principal Act, namely, the Port Pirie Racecourse Site Act, 1946, shall so far as it is applicable continue to apply with respect to the remaining portion of the land vested in the club by virtue of that Act. Clause 6 authorizes the Registrar-General to make such entries in his records and on any document of title and to issue such certificate of title relating to any land affected by the Bill as he considers appropriate to give effect to the Bill.

The Schedule comprises a plan of the land affected by the Bill. When the Bill becomes law action will be taken under the Crown Lands Act to dedicate the land in question for education purposes.

The Hon. F. J. CONDON secured the adjournment of the debate.

#### BIRTHS AND DEATHS REGISTRATION ACT AMENDMENT BILL.

Second reading.

The Hon. Sir LYELL McEWIN (Chief Secretary)—I move—

*That this Bill be now read a second time.*

The object of this short Bill is to enable a death to be registered in a case where an inquest is being held but has not been completed. The principal Act provides that where an inquest is held into a death the coroner is to notify the Principal Registrar furnishing certain required particulars after which the Registrar is to register the death. It has been pointed out that the result of this and other provisions of the Act is that once a coroner has commenced an inquest the death cannot be registered until the coroner has given his verdict. Considerable difficulty is sometimes occasioned by the inability of the Registrar to register a death pending completion of the inquest and this leads to delay in connection with winding up of an estate and in other directions.

Last year the principal Act was amended so as to permit registration and the issue of a cremation permit before a coroner had given his verdict in cases where the coroner certified that further examination of the body was not

necessary. The effect of the amendment made by clause 3 of the present Bill will be to enable the death to be registered after notification from the coroner after due inquiry. Should his ultimate decision or finding necessitate any alteration in the register, the Principal Registrar is empowered to make such an alteration. The Bill is thus a machinery Bill designed to avoid unnecessary difficulties and delays.

The Hon. F. J. CONDON secured the adjournment of the debate.

#### ART GALLERY ACT AMENDMENT BILL.

Second reading.

The Hon. C. D. ROWE (Attorney-General)—I move—

*That this Bill be now read a second time.*

Its object is to increase the number of members of The Art Gallery Board from five to seven. The present members of the Board are persons of the highest reputation and prestige in their respective fields. They are persons who travel widely, have varied interests and are fully informed as to the national and international trends in art. Their wide knowledge and experience are most willingly placed at the disposal of the board without remuneration.

There are inevitably occasions when the other interests of members clash with meetings of the board at each of which three members are required to constitute a quorum. The Government recognizes that this factor places a considerable strain on the members whose services to the board necessarily make heavy demands on their time. The Government feels that an increase in the number of members would relieve the strain placed on the existing members and at the same time would facilitate the presence of a quorum at each meeting of the board.

Clause 3 repeals section 5 of the principal Act and enacts in its place a new section under which the board (of five members) as presently constituted is continued until January 10, 1961, when the number of members is increased to seven. January 10, 1961, has been selected as the day on which the change is to take effect as that day is the most convenient for administrative reasons.

The Hon. F. J. CONDON secured the adjournment of the debate.

#### ADJOURNMENT.

At 4.17 p.m. the Council adjourned until Wednesday, October 19, at 2.15 p.m.