

LEGISLATIVE COUNCIL.

Thursday, October 18, 1962.

The PRESIDENT (Hon. L. H. Densley) took the Chair at 2.15 p.m. and read prayers.

ASSENT TO BILLS.

His Excellency the Governor's Deputy, by message, intimated his assent to the following Bills:

Appropriation (No. 2),
Metropolitan and Export Abattoirs Act
Amendment.

QUESTIONS.

HANDWORK CLASSES.

The Hon. A. J. SHARD: When speaking in the Committee stage on the Appropriation Bill (No. 2) I asked whether it was the intention of the Education Department to abolish classes in woodwork and domestic arts in primary schools. Has the Chief Secretary a reply to those questions?

The Hon. Sir LYELL McEWIN: Yes, as promised I obtained information on these matters, and I now have a report from the Minister of Education as follows:

Section 28 (1) of the Education Act provides that the Director of Education shall determine the courses of instruction for each branch of education in the public schools. Woodwork in primary schools has been gradually discontinued on the recommendation of the Director on strictly educational grounds because experience has shown that the boys concerned derive more advantage from the study of this subject if it is begun in the first year of the secondary course.

It is not proposed to extend the time for handwork. At present handwork is provided for in all grades of the primary work. However, in grade VII, namely in the final year of the primary course, it is considered more in the educational interests of the children to concentrate to a greater extent than has been possible previously on such basic subjects as English, arithmetic and social studies, including civics. The new courses in these subjects, combined with the greater time allotted to them, will enable the children to reach a higher standard in these essential subjects. In addition, a new course integrating the subjects of art and craft in our primary schools is being prepared. When this new course is approved, adequate provision will be made for the necessary accommodation, equipment and staff. Under the new arrangements the primary schools concerned are relieved of the necessity of conducting woodwork classes for boys and domestic arts classes for girls and are able, in consequence, to devote themselves more fully and more effectively to the teaching of basic subjects. Many primary schools have not taught woodwork to boys or domestic arts

to girls at all. Since 1956, 11 domestic arts centres in primary schools involving 26 primary schools have been closed. In the same way, although more recently, four centres for woodwork have been closed involving 16 primary schools.

The greater effectiveness of the teaching of domestic arts to girls in secondary instead of primary schools makes it evident that the same will apply to boys in respect of woodwork. Considerable efforts have been made in recent years to train craft teachers and substantial success has been achieved in increasing their number and quality. At the present time, for instance, there are 59 students in the first year of the art teachers course, 26 in the first year of the girls craft teachers course and 32 in the first year of the boys craft teachers course. These numbers are substantially greater than we have ever had before. When these larger numbers complete their training, the shortage of art and craft teachers will be overcome. In the meantime, great efforts have also been made to overcome the shortage by the employment of suitable applicants from industry and from other sources. Many of them have been doing good work in our schools.

CHAIR OF MARKETING.

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

Leave granted.

The Hon. K. E. J. BARDOLPH: In this morning's *Advertiser* there appeared a report of proceedings of the Federal Convention of the Australian Association of National Advertisers now being held in Adelaide, portion of which said:

Consideration was being given to the establishment of a Chair of Marketing at Australian universities, the Federal Convention of the Australian Association of National Advertisers was told yesterday. The proposed Chair was part of the educational programme being undertaken in this country to raise advertising standards.

Can the Chief Secretary say whether the Government will discuss with the university authorities, if and when a Chair is established, the matter of stipulating that the Australian Association of National Advertisers shall contribute the amount necessary to defray the cost of the establishment of such a Chair?

The Hon. Sir LYELL McEWIN: I think the honourable member's question relates to Australian universities, rather than the local university. I take it he wants to know what is to be done here, and I shall be pleased to take up his question with the Minister of Education and get the information he seeks.

The Hon. K. E. J. Bardolph: Presumably they want one in every State.

The Hon. Sir LYELL McEWIN: That will be covered in the reply I get from the Minister.

WATERFRONT STOPPAGES.

The Hon. G. O'H. GILES: I ask leave to make a statement prior to asking a question.
Leave granted.

The Hon. G. O'H. GILES: My question to the Chief Secretary, representing the Minister of Labour and Industry, refers to a letter in this morning's *Advertiser* dealing with waterfront stoppages by the Waterside Workers' Federation. Particularly at this time when we are considering the Companies Bill, this dislocation of commerce by actions of such an irresponsible nature unduly penalizes some sections of the community. Does the Minister believe what is written in the letter, which says that officers of the union guaranteed that no action would be taken in exchange for a guarantee on long service provisions given by the Commonwealth Minister for Labour? Can the Chief Secretary say whether the State Government is watching this state of affairs and can he give any assurance as to when this stoppage may be lifted?

The Hon. Sir LYELL McEWIN: I can only reply that the question will be referred to the Minister of Labour and Industry. I believe that the waterside workers are operating under a Commonwealth award and not a State award; therefore it may be necessary to pursue the question in the Commonwealth sphere. I join with the honourable member in his regret that so many stoppages do occur at a time when we are faced with the problem of obtaining markets and getting our goods abroad at the greatest possible speed and in the most economical way. Perhaps some elements in the union are not particularly concerned with maintaining continuous and open avenues of trade. That is a matter for the union itself to control through the opportunities available to its members to elect responsible people to lead them. I will refer the question to the Minister concerned.

The Hon. K. E. J. BARDOLPH: Following on the question asked by the Hon. Mr. Giles, I desire to direct one or two questions to the Minister. Is he not aware that the control of the waterside workers is under a Commonwealth award; is he further not aware that the conditions under which they operate on the wharves come under the Stevedoring Indus-

try Authority; and is he aware that the present stoppage was caused by the refusal of the Stevedoring Industry Authority to grant to accredited delegates the opportunity to discuss wage margins and conditions?

The Hon. Sir LYELL McEWIN: I do not think there is any need to give an answer to the first two questions, because I indicated previously that these men are under a Commonwealth award and that it is a Commonwealth union. Regarding the other question as to what the argument is about, I am so busy in my own department that I am sure I would need a research department to discover what some of the arguments are about. Whenever there is a difference the men have to stop work, and thus put the whole community to considerable inconvenience while discussion and negotiation are taking place. I do not accept that as being necessary at all.

GAWLER BY-PASS.

The Hon. M. B. DAWKINS: I ask leave to make a statement prior to asking a question.
Leave granted.

The Hon. M. B. DAWKINS: My question relates to the Gawler by-pass. Work has been done on the by-pass by the Highways Department and the northernmost portion has been completed and sealed and is being used in a limited way. The bridgeworks over the railway seem to be progressing satisfactorily, and the Highways Department is now working on the southern portion of the by-pass. Can the Chief Secretary ascertain the approximate date when the by-pass will be opened?

The Hon. Sir LYELL McEWIN: I believe that a public reply has been given to the effect that this by-pass will be available early in the new year. I will pass the question on to the Acting Minister of Roads to see if I can give the honourable member any more precise date.

HOUSING LOANS REDEMPTION FUND BILL.

Read a third time and passed.

HOMES ACT AMENDMENT BILL.

Read a third time and passed.

IMPOUNDING ACT AMENDMENT BILL.

Read a third time and passed.

THE ELECTRICITY TRUST OF SOUTH AUSTRALIA (TORRENS ISLAND POWER STATION) BILL.

Second reading.

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

That this Bill be now read a second time.

The Bill vests portion of Torrens Island down to low water mark in the Electricity Trust and authorizes the trust to carry out certain works on the Port River in connection with the establishment of a power station on Torrens Island. By 1965 both the Thomas Playford power station and the Osborne power station will be completed, and by the winter of 1967 it will be necessary for the Electricity Trust to have the first machine in its next station installed and ready for use. The trust has advised that it takes about five years to install and commission the first machine in a new power station. Certain preliminary planning for a new power station is common irrespective of its location and the trust has, for some time, been proceeding with this preliminary work. Tenders have been called for a 120,000-kilowatt turbo-alternator and a boiler.

After intensive investigation, on which I will comment later, the trust requested the Government to permit it to construct its next power station on Torrens Island. Cabinet is satisfied that the Torrens Island site selected by the trust is the best available in the interests of the State and the electricity undertaking. This Bill therefore provides that the area at the southern end of Torrens Island consisting of about 1,300 acres be vested in the Electricity Trust for the construction of a power station and associated works. When the Loan Estimates were under consideration there was considerable discussion on the best site for the next trust power station. It was indicated at that time that the Council would be given a complete report on the matters raised by members when a Bill was introduced later. I therefore propose at this stage to inform the Council why the Torrens Island site has been selected. The trust, in requesting consideration for Torrens Island, reported that its technical staff, assisted by overseas consultants and directed by its Chief Engineer, had investigated seven prospective power station sites. The sites investigated were:—(1) Along the coast south of Adelaide, particularly Port Stanvac; (2) the River Murray; (3) Port Pirie; (4) Wallaroo; (5) Osborne (north of the S.A. Gas Company works); (6) on the southern bank of the North Arm; and (7)

Torrens Island. In addition, the trust considered the possibilities of constructing a pumped storage scheme, and the General Manager was sent overseas to gather information on this type of scheme from other countries and also to ascertain the latest practices in regard to power station planning. On his recommendation, the trust decided to defer construction of a pumped storage scheme and to proceed with the construction of a large power station.

Early in the investigation referred to above it became obvious that of the sites away from the metropolitan area, one of the best would be at Wallaroo. Therefore, the possibility of constructing a station in this locality was considered in detail. The other country sites mentioned—Port Pirie, along the coast south of Adelaide, and the River Murray—were considered in less detail but sufficiently to compare them with Wallaroo. The following summary states the conclusions of the trust's senior management and its Chief Engineer and his technical staff, and has been accepted by the board of the trust.

Adequate Area: Recent developments have made it practicable to install much larger boilers and turbo-alternators than was envisaged a few years ago. Machines can now be purchased in sizes up to 500,000 kilowatts and, although these are at present too large for the Electricity Trust's system, it is proposed that the first machines in the new power station shall be of 120,000 kilowatts capacity and that later machines will be even larger. These large machines are cheaper per kilowatt to install and more efficient to operate than small plant, and it is most desirable that advantage should be taken of these economies. It is therefore proposed that the new power station shall be planned initially for 1,000,000 kilowatts capacity and capable of expansion to 2,000,000 kilowatts or more. Such a station requires a site of about 250 acres with additional area, if possible, for disposal of ashes.

Adequate and accessible cooling water: It is essential that adequate and accessible cooling water be available for the power station. The water temperature is of vital importance to the efficiency of the power station and cold water is essential. Water which is warmed by tidal flats is not suitable. At a station capacity of 2,000,000 kilowatts approximately 80,000,000 gallons an hour of cooling water must be circulated through the plant and returned to the sea at approximately 14 degrees higher

temperature than the inlet water. This large amount of warm water must be prevented from mixing with the inlet water.

Access for shipping for import of fuel: The fuel cost is the largest single item of power station operating expenditure and first-class facilities must be available to bring in the fuel and unload it rapidly and economically.

Proximity to load centre: A power station of the size envisaged will require transmission lines costing more than £50,000 a mile to transmit the power to where it will be used.

Disposal of ash: Over the life of a power station, which may be 40 years or more, large quantities of ash from the burning of coal must be disposed of. The ideal method is to reclaim swampland adjacent to the power station and a large area of such land is required.

Soil and foundation conditions: The site must be such that adequate foundations can be used to support the heavy equipment of the power station.

Having given a general outline of the requirements of a power station of the type I have mentioned, I shall now give details about the selection of the site.

South Coast site: The advantage of a site south of Adelaide would be that transmission lines would enter the metropolitan area from the south and supplement those now coming from Port Augusta in the north. The Thomas Playford power station at Port Augusta has sufficient capacity to provide all power requirements to the north of Adelaide in the foreseeable future. Wherever a new power station is built it must transmit its power to Adelaide or south of Adelaide. It would be desirable from this point of view to site a power station south of Adelaide. However, because of the generally rugged coastline, it would be very costly to develop a port for unloading coal and to provide cooling water facilities to withstand the rougher seas. Despite the longer transmission distance from Wallaroo, a power station on the South Coast would be more expensive than one at Wallaroo.

Adjacent to Port Stanvac: Although adequate cooling water is available, the rugged coastline means that the civil works required for the power station and the cooling water system would be much more expensive than on Torrens Island. Fuel oil would be readily obtainable, but considerable cost would be involved in making provision to obtain coal at the station and the trust is of the opinion

that it should not build a large station which would be wholly dependent on one class of imported fuel.

The River Murray: The efficiency of a power station built on the River Murray would be less than one on the sea because of the higher average temperature of the water. In addition, the imported fuel would have to be transported to the site. At 1,000,000 kilowatts capacity, the station will burn the equivalent of 2,000,000 tons of coal per annum. Even at the nominal figure of 10s. a ton for transport, this would add £1,000,000 per annum to operating costs, and transmission costs would add to this figure. The quantity and class of coal at Moorlands would be quite inadequate for a large power station. The trust is emphatic that the next station must be a large one to take advantage of the economies available from the larger machines.

Port Pirie: Port Pirie is farther from Adelaide than Wallaroo, involving additional cost of transmission. Furthermore, the flat seashore means shallow water which involves loss of generating efficiency and additional cost of civil works to provide adequate cold water. It may be noted that costly earthworks were required at Port Augusta to build the power station close to deep water, and the position would be worse at Port Pirie. The Port Augusta site was justified by the fact that this is the closest available cooling water to the Leigh Creek coalfield. The savings obtained by burning cheap Leigh Creek coal at Port Augusta more than offset the cost of transmission of power and the expense of the civil works at the site. There are no such advantages available in the case of a station situated in the country which is to use fuel imported into the State. A power station at Port Pirie to deliver power to Adelaide would be considerably more expensive than one at Wallaroo and there are no compensating advantages.

Wallaroo: The possibility of building a power station at Wallaroo was considered in detail in comparison with the metropolitan area. It is estimated that at the 1,000,000-kilowatt stage of development, the capital cost of the Wallaroo station would be £7,900,000 in excess of a similar power station at Osborne or south of North Arm which are adjacent to Adelaide. Of this extra cost, £5,400,000 is for transmission costs.

North of Osborne or south of North Arm: Two sites on the Port River, apart from Torrens Island, were considered—one on LeFevre

Peninsula north of Osborne and one on the southern bank of the river at North Arm. The site on LeFevre Peninsula presents a cooling water problem which could only be properly solved by cutting an expensive channel for the outlet water across the peninsula to the sea. The site near the North Arm is more restricted in area than Torrens Island and, to solve the cooling water problem, it would be necessary to have a continuous embankment across North Arm so that the inlet and outlet cooling water could be completely separated. Neither of these sites would provide the economies available from the Torrens Island site.

Torrens Island: This site presents many advantages. A causeway across Angas Inlet will completely separate the inlet and outlet cooling water at comparatively small expense. There is adequate land available, both for the power station proper and swampland for reclamation by ash disposal. The site is closely adjacent to the metropolitan area where the power will mainly be used. Of all the sites, metropolitan and country, this provides the best features for cooling water and is the most economical site available. The capital savings as compared with Osborne or the North Arm site will be at least £1,500,000 and hence the capital saving compared with Wallaroo is £9,400,000 and the annual saving approximately £1,000,000. The advantages of the Torrens Island site are so clear-cut that the trust had no hesitation in asking the Government to make Torrens Island available for the new station.

Decentralization: The members of the board controlling the trust have reported to me that they are particularly conscious of the fact that an undertaking such as the trust can contribute to decentralization, and this aspect is always considered when they are making important decisions on localities for major works. The trust has already played a very important part in decentralization in this State by the development of the power stations at Port Augusta, Mount Gambier, Port Lincoln and the coalfield at Leigh Creek. A recent decision to establish the trust's northern regional headquarters at Port Augusta is a further step in decentralization by the trust. In the case of the next power station site, the differences in capital and operating costs in favour of the Torrens Island site, nearly £10,000,000 capital and £1,000,000 per annum operating costs, are such that the trust is of the opinion that the best country site at Wallaroo could not be justified with such a great difference in cost. The Government has

every confidence in the ability of the trust's technical staff to properly investigate problems such as I have just explained, and we also have adequate proof over the last 16 years that the members of the board do not make decisions on important matters without having the problems thoroughly investigated in a proper manner and by capable people.

Turning now to the Bill before the Council, I point out that clause 2 withdraws Harbors Board reserves on Torrens Island and on Garden Island. The areas concerned in the Torrens Island reserves will be vested in the trust by this Act. The Garden Island reserve will become Crown lands, and the whole of Garden Island will, by administrative procedure, be handed over to the control of the Harbors Board. A small area of land on Torrens Island reserved for stock quarantine is also withdrawn. This reserve has not been used for quarantine purposes for many years, and the area will also be vested in the trust. Full descriptions of the reserves referred to are given in the First, Second and Third Schedules to this Bill.

Clause 3 vests the southern portion of Torrens Island containing an area of about 1,300 acres and extending to low water mark, in the Electricity Trust. Clause 4 authorizes the trust to construct and operate a power station on the land vested in it by this Act. Clause 5 authorizes the trust to construct a temporary barrage across Angas Inlet from Torrens Island to Garden Island. This barrage will be used to ascertain the effect on the tides from closing Angas Inlet. It is not expected that this test will disclose any major difficulties from closing Angas Inlet. If results are as expected a permanent embankment will be constructed across Angas Inlet at approximately the position shown on the plan attached to this Bill. If the test should disclose difficulties, which are not foreseen at present and which cannot be overcome, then a bridge will be constructed across this channel leaving the flow of water unrestricted. The cooling water discharge point would then have to be moved further north.

It is also provided that for the purpose of gaining access to Torrens Island for preliminary site work, the trust may construct a temporary bridge from the mainland on the south side of the North Arm to Torrens Island. This clause also provides for the construction of the bridge or embankment across Angas Inlet to which I have already referred. Provision is also made for the trust to construct a permanent bridge from Garden

Island across the North Arm to the mainland. In the event of an embankment being constructed across Angas Inlet, the roadway will be continued on the embankment. Attached to this Bill is a plan of the locality referred to in the Bill and the works which the Bill authorizes. These are shown on the plan in the approximate positions which they will occupy and are designated as follows:

- (a) Temporary barrage.
- (b) Temporary bridge.
- (c) Permanent bridge or embankment across Angas Inlet.
- (d) Permanent bridge across North Arm.

The Bill authorizes the trust to construct the works detailed in the Bill notwithstanding that the effect of such construction may prevent navigation through Angas Inlet and the North Arm, and clause 6 provides that the trust shall not be liable for any cost, charges or damages to any person arising from the constructions authorized by this Bill. It is planned that about 10ft. clearance above mean high water spring tides will be provided under the permanent bridge over the North Arm. This will permit the smaller fishing boats to pass under the bridge. Some of these boats with masts too high to permit passage already have hinged masts and those that have not could be so provided.

The valuable area of Torrens Island can only be exploited by connecting it to the mainland. This proposal means that the connecting bridges will be provided by the Electricity Trust without cost to the Government and with little inconvenience to users of the waterway. In Perth all types of boat are required to have hinged masts to get under the old bridge across the Swan River, and this is not a difficult matter to arrange. If owners do not desire to do this they can use a route up Lipsons Reach and over the flats to the north of Torrens Island. This only entails waiting for high tides.

In regard to ketches which use Angas Inlet and St. Kilda Reach, these can all be directed through the Outer Harbour. They use St. Kilda Reach and the shallow near-coast waters further north to avoid the rougher seas of the centre of the gulf, but it is reported that the ketches are quite large enough to use the Outer Harbour route. Mr. President, this is a very important measure and it will make an important contribution to the future economy of the State. I move the second reading.

The Hon. A. J. SHARD secured the adjournment of the debate.

EDUCATION ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 17. Page 1500.)

The Hon. G. O'H. GILES (Southern): I join with previous speakers in commending the Government for bringing forward this Bill, which largely deals with long service leave for officers of the Education Department. I shall not attempt to elaborate on it because the Hon. Mr. Kneebone has very fully covered the Bill, which is important to the teachers of this State, but which is minor in its impact on this Council at present. As has been made plain already, this Bill deals with three matters. First of all, it provides for additional long service leave to be available after teachers have fulfilled a qualification of 35 years' service with the Education Department. Secondly, it allows at half pay twice the length of leave that may be taken, and this will prove of great advantage to the teachers of this State. Thirdly, the Bill will bring teachers' conditions into line with conditions applying under the Public Service Act. I just wish to make these brief comments and would say in conclusion that I think the teachers in this State are extremely well off at present under the new wage increases that have been granted and the conditions applying under this Bill.

The Hon. K. E. J. Bardolph: You should tell them that.

The Hon. G. O'H. GILES: I gather, for instance, that in Tasmania, which does not have a government of the same political colour as ours, there is a wholesale seepage of teachers from Tasmania over Bass Strait into Victoria, for the simple reason that they have not been treated in a way that I consider is proper when they have such an influence on the youth of the country through the responsible job of teaching them. It is right and proper that they should have a monetary advantage and that they should have proper time for consideration. I think that these conditions apply in many ways, including the provisions set out in the Bill.

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

MARINE ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from October 17. Page 1502.)

The Hon. Sir ARTHUR RYMILL (Central No. 2): I support the second reading. The Bill is of interest to me because at one stage

I studied matters associated with the sea, local navigation rules, and matters appertaining to marine. Many years ago an international code was arrived at not only in connection with signals but in relation to the road rules to the sea, and the necessity for that will be comprehensible to all members. It would be almost impossible for vessels going about as they do all over the world to have to observe different sets of rules in and around ports, in the navigational waters of a State, a country, or on the high seas. This Bill largely relates to such rules, and there are also specific matters relating to South Australia. Yesterday the Hon. Mr. Bevan made one of his usual thoughtful speeches. When he goes into a Bill he always does it thoroughly, and on occasions exhaustively. No member of this Council applies himself more assiduously than does Mr. Bevan, and I am sorry that he is not now listening to me.

The ACTING PRESIDENT (Hon. C. R. Story): Order!

The Hon. Sir ARTHUR RYMILL: I am sorry that Mr. Bevan did not hear my eulogistic remarks, but no doubt he will be able to get some satisfaction in relation to them if he reads *Hansard* tomorrow. In the meantime, he has not made any of his customary interjections. He mentioned the removal of the vote of assessors. He said they would still sit on a court of marine inquiry but would no longer have a vote. I can understand his qualms about this matter, but I cannot imagine that in practice it would make a tremendous amount of difference because under the Act there could be one or more special magistrates and the two assessors. If there were more than one special magistrate the special magistrates would rule the day, because there is a provision for a casting vote by the Chairman, who would be one of the special magistrates. If there were only one magistrate and two assessors I think we would find in practice that if the assessors agreed with each other the special magistrate would agree with them, but if the assessors disagreed with each other the special magistrate would agree with one or the other, and in that case the special magistrate would be on the winning side.

In practice I think that with the court as now constituted there would not be a great deal of difference between its decision and the decision of the court as proposed to be constituted. I do not altogether share the fears of the honourable member, although I agree

that there is a good deal to be thought about in the matter he raised. The most important clause in the Bill is clause 15, which relates to a new Part containing rules for preventing collisions at sea, which, although not named as such are the latest code of international rules for the conduct of navigation at sea. It includes such things as the rule of the road, which is highly important; the time-honoured provision whereby a sailing vessel close-hauled has the right-of-way over a sailing vessel running free with the wind; lights; signals; and practically every aspect of navigation at sea. It is necessary for our code in South Australia to conform to the international code. Purely as a matter of interest, and not as a matter of debate in its serious form, I refer to Rule 31, part of which reads:

(d) A signal made by radio-telegraphy or by any other signalling method consisting of the group in the Morse Code.

That is one of the distress signals that we recognize as the S.O.S. I do not think it was designed as the S.O.S. signal, but as a convenient form of Morse Code signal. That is why the three dots, three dashes and three dots are repeated and repeated. What I was leading up to was the question of radio-telegraphy as against the radio-telephone, which relates to a single sound being sent out by radio-telephony as a distress signal, consisting of the spoken word "Mayday". As members no doubt know that is the international signal and is the phonetic way of spelling the French word "M'aidez", which means "Help me!" It is the result of an international move to have one word of communication between the nations that everyone will understand, and it is laid down in the code of the various nations. I have never seen the Chinese interpretation of this international rule of the road at sea. No doubt it would involve a number of Chinese characters and how they would write "Mayday" is beyond my comprehension, and always will be. This is another international rule that probably is already out of date.

In introducing the Bill, the Chief Secretary said that the rules had been brought up to date and he gave us as an example the fact that "sea planes" (including the flying boat) are included as aircraft, and any other craft designed to manoeuvre on the water. I do not know how long this new set of rules has been established, but probably it is a little time ago now, because in the meantime we have what are known as "hovercraft", which manoeuvre on the water, so they do not come

within the definition of "air plane". They do move just over the water, but they are not an air plane in the sense that they fly thousands of feet above the water. Normally, I believe they move just a few inches above the water. I have no doubt that these rules will have to be changed to include hovercraft, because in fact they are navigated close to the water, and therefore will come within the dangers contemplated by this code of rules. That is not for us, because we are adopting an international code and that will be of no use for coping with these modern developments until the nations deal with these things. I cannot see in my examination of the Bill anything that I disagree with. I naturally will be susceptible to any good arguments that may come forward for an amendment.

The Hon. Mr. Bevan has foreshadowed an amendment and I shall be prepared to give it every consideration. In the meantime I propose to support the second reading. The measure deals mainly with the question of reciprocity and the adoption of more recent international codes dealing with conduct at sea.

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

COMPANIES BILL.

Adjourned debate on second reading.

(Continued from October 17. Page 1507.)

The Hon. G. O'H. GILES (Southern): I support the Bill. In any democratic society there should be the concept of "togetherness" or the merging of interest amongst all sections of society. This Bill gives the Council a chance to take a careful look at the functions of companies. In nearly every Bill we consider we envisage protection to the average member of our community in some way or other. May I refer to the fact that we look after the interests of the ordinary man in the street by virtue of such measures as price control, rent control, long service leave and safety provisions in industry. Now we have this Bill that aims to protect the investing public. It is right and proper that this measure has been introduced. I have mentioned two sections of the community that always receive the most careful consideration of all honourable members to see that no injustice is done to them—the investing public dealt with in this Bill, and also the majority of the population by virtue of measures that we pass to protect them. I maintain that this third section of the community is also worthy of our attention.

I congratulate the Hon. Sir Arthur Rymill on his contribution to the debate yesterday. I am sure that the younger members, at any rate, will lean rather heavily on his particular knowledge of this matter when we get into Committee. If we look at the socialistic writers on economics, such as Strachey and others, we can get all kinds of views. These writers point out the means whereby we can achieve proper equality of opportunity in relation to the distribution of wealth and profits, and greater productivity. Members of my Party would agree with the latter, because it is our Party's policy.

The Hon. A. J. Shard: Do they distribute the profits hourly or yearly?

The Hon. G. O'H. GILES: Perhaps the honourable member can say.

The Hon. A. J. Shard: There was a time when we had all the productivity in the world, and at that time we had more unemployment than ever before.

The Hon. G. O'H. GILES: I do not think I am interested at this stage in going back before I was born.

The Hon. Sir Lyell McEwin: The honourable member is going back to a Labor Government's time.

The Hon. G. O'H. GILES: If the Hon. Mr. Shard will excuse me for pointing it out, I am quite happy to go on in my own way and intend to do it, whatever he thinks of my opinions. I was referring to greater productivity in the community and I have pointed out that members on my side of the political fence believe that this is one of the best ways to improve the lot of all people. I was about to connect this state of affairs with the importance—in the economic situation of this country, or of any country—of the private sector of the community; or in other words, the right of the individual to invest in the future of his country. This is a right in which I believe, and it is directly applicable to the sort of legislation before us today. It is up to all members who have the opportunity of speaking on this type of legislation to do all possible to smooth the path for the proper functioning of companies. Surely this is one way in which we can achieve efficiency at the commercial and manufacturing levels; in fact, at all sorts of level.

In my view anything we can do to help companies to make this legislation work smoothly and efficiently should be done. I shall be keenly interested in the amendments that the Hons. Mr. Potter and Sir Arthur

Rymill intend to introduce. Both of them made it plain that they did not wish to interfere with any of the general purposes of the Bill or prevent it from working smoothly.

During the last few months there have been many comments regarding this legislation. I do not pose as an expert on this matter, but I understand that certain sections of the community have expressed concern. I refer to an article in the *Advertiser* of nearly two months ago, which stated:

Much of the emphasis in the legislation was on the enhancement of powers of civil servants and the inflation of departmental revenue by the imposition of heavy and quite unjustified capital taxes. The imposition of restrictions, prohibitions, and obligations was apparently on the dubious assumption that the more of these there were the less chance for fraudulent persons to impose on the public. This was an attitude taken by a particular investment company when reviewing this legislation. I consider that this Bill will be of great benefit to this State and I do not accept the view expressed in that article, although it was published some time ago. Accountants are engaged to protect the interests of creditors when companies are in danger of being taken over. Creditors considered that under the old Act they did not have proper protection. Although it was the right of a creditor to keep an eye on his particular investment, it was sometimes very difficult to do so when a quiet type of take-over was in the offing for a company that, to say the least, was not in a healthy position. That situation has been covered by provisions in this Bill, and I advance them as an example of the serious consideration given to it by those people who assisted in drafting the Bill.

It is fair to say that this legislation started off under the guise of being a type of uniform legislation. I would suggest that today this is only partially the position. Nevertheless, I believe that the numbers of the clauses will correspond in every State; in other words, if one looks at clause 163—take-overs—the number will be the same in all States and will give a uniform reference to that particular matter. It is uniform in that regard, but it is not uniform in that already many States have differed in their attitude towards minor sections of this legislation.

We are in a unique position in South Australia of having on our eastern boundaries the high density business world of Australia. Sir Arthur Rymill touched on this point and I expect to hear more about it in Committee.

He also pointed out that we have to consider carefully a Bill that has been drafted in another State for companies which deal in the centres of commerce and finance in Australia. It is well-known that many of the headquarters of agents throughout the country are in Melbourne. This means that there is a constant seepage of money from this State to Melbourne for many articles bought at the retail or wholesale levels. That is one aspect of the problem, but of far more importance is the fact that there are many wealthy and powerful commercial companies in the Eastern States and I think this Bill must take into account the fact that we must protect companies in this State.

I cannot say strongly enough that a great deal of the future development of this State, the future standard of living of its population and their ability to get jobs, depends upon the proper protection of South Australian companies which must be given by this type of legislation. I am sure all honourable members will agree with me on the importance of protecting the standard of living in this State. The aim of this Bill can well be said to be one of protecting the investing public at large, and to exclude any possibility of fraudulent activity at company level. We have been fortunate in this State that there has not been the degree of public scandal in company administration that has occurred in the Eastern States of Australia.

The Hon. Sir Arthur Rymill: I think there is a high level of morality in the business world in this State.

The Hon. G. O'H. GILES: I agree, and I add, not only in the business world. That position has also been assisted by the type of company law which South Australia has had in the past. There have been features of it which have been extremely good. I am not at all sure in my own mind, and I hope I am not stealing anybody else's fire, that there should not be compulsory auditing for certain companies in South Australia. That was a provision in the old Act, but it has not been written into this Bill. However, I shall leave that to people more expert than I, and there will probably be a Committee debate on that aspect. There are many sides to this particular matter. I could say that I am not at all sure, in my own mind, that this Bill does not envisage a greater control by the qualified members of the business world compared with the provisions of the old Act. I think there is probably a case, when companies become bankrupt and are being wound up,

for the appointment of an experienced businessman with wide knowledge and acumen to effect a proper winding up of the company in the interests of all creditors.

I notice that under clause 8 (2) (b), with which I shall not deal fully but merely refer to it as an example, the Companies Auditors Board shall be selected, amongst others, from a panel of five names each nominated by the State Council of the Institute of Chartered Accountants in Australia and the Council of the State Division of the Australian Society of Accountants. Only people who have gained practical experience in the hard school of business should be appointed to the board. After all, many people are capable of passing examinations with high honours without necessarily having had much experience in the field that this Bill envisages, the interests of many people could be affected by the sort of job they do.

The Hon. Sir Arthur Rymill: An auditor and a liquidator require quite different types of qualifications.

The Hon. G. O'H. GILES: I hope I have not said anything that would lead the honourable member to think that I disagree with him. I make one further comment on liquidators. I believe that in South Australia this has become quite a specialized occupation, and I certainly do not wish to speak derogatorily of any firms that specialize in this work. However, there is at least one firm, to my knowledge, operating in South Australia that receives special fees because it is a specialist firm that undertakes this work to protect certain creditors. Under that state of affairs the creditors are prepared to pay substantial sums so that this liquidator may wind up a company to their greater satisfaction than could be expected normally. I also believe there is little cause to think that these specialist firms are achieving anything untoward in the way of better treatment on winding up for the people who employ them. I point out, though I do not take it particularly seriously, that we should protect people who may be victimized as a result of this type of activity. That is all I have to say at this stage. I shall be very interested to see this Bill reach the Committee stage and will certainly be interested in supporting amendments that aim at the smooth working of companies in South Australia, because I believe this will prove greatly to their advantage and to the advantage of the State. I will also take the point that conditions may well apply to us differently from the way they apply in

other States, and I shall be especially interested in amendments that will be of particular help to companies in this State. I support the second reading.

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

BANKS STATUTORY OBLIGATIONS AMENDMENT BILL.

(Second reading debate adjourned on October 16. Page 1445.)

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

MINING ACT AMENDMENT BILL.

Returned from the House of Assembly with the following amendments:

No. 1. Page 2, line 8 (clause 5)—Leave out "ten" and insert "five" in lieu thereof.

No. 2. Page 2, line 27 (clause 8)—After "amended—" insert the following paragraphs:

"(aa) by striking out the words 'the occupier' in subsections (2), (3) and (4) thereof and inserting in lieu thereof the words 'both the owner and the occupier' in each case;

(bb) by inserting before the words 'the occupier' (first occurring) in subsection (5) thereof the words 'the owner and';

(cc) by inserting after the word 'satisfied' in subsection (5) thereof the words 'after due inquiry that the owner of the private land cannot be found or';

(dd) by inserting after the word 'aforesaid' at the end of subsection (5) thereof the words 'to such owner or as the case may be to the occupier'."

No. 3. Page 3, line 16 (clause 8)—Before "occupier" insert "owner and".

Consideration in Committee.

Amendment No. 1.

The Hon. Sir LYELL McEWIN (Chief Secretary): The £10 prescribed in the Bill was the annual renewal fee for registration of a precious stones claim. I did not think it was too high, but another place reduced it to £5. The Government approved of the amendment, and the position can be reviewed again at any time if necessary. I recommend that the amendment be agreed to.

Amendment agreed to.

Amendment No. 2.

The Hon. Sir LYELL McEWIN: Another place has inserted four new paragraphs in clause 8, and inserted the words "both the owner and the occupier" in lieu of "the occupier" in each case in subsections (2), (3) and (4) of section 69d. This is dealt with in

paragraph (aa). Paragraphs (bb), (cc) and (dd) are really consequential amendments. The amendments were accepted by the Government and are designed to protect owners of land by enabling them to be heard, as well as occupiers, on applications for rights of entry on private land. At present an occupier can give an authority to enter and only the occupier is notified and heard on an application to a warden. The amendments provide for both owner and occupier to consent, or be heard. A case came under my notice where the owner would have been adversely affected if not heard, and the amendment has been inserted as a result. It will ensure that the owner as well as the occupier will be consulted in future. It was the only such case that I have known. I recommend that the amendment be agreed to.

The Hon. C. R. STORY: I support this amendment, because probably the Council let the matter go through without its being considered. I think it is a good provision to include, because it would be wrong for a property to be entered, and damage done, without the owner knowing anything about it.

Amendment agreed to.

Amendment No. 3.

The Hon. Sir LYELL McEWIN: This is a consequential amendment and I recommend that it be agreed to.

Amendment agreed to.

ADJOURNMENT.

At 3.44 p.m. the Council adjourned until Tuesday, October 23, at 2.15 p.m.