

**LEGISLATIVE COUNCIL.**

Tuesday, September 3, 1963.

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

**DEATH OF MR. W. W. JENKINS.**

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

That this Council express its deep regret at the death of Mr. William Wilfred Jenkins, member for Stirling in the House of Assembly, and place on record its appreciation of his public services, and that, as a mark of respect to the memory of the deceased honourable member, the sitting of the Council be suspended until the ringing of the bells.

The late honourable member was very well and favourably known to all members of both Houses of Parliament. He represented the district of Stirling for nearly 11 years, having entered Parliament in October, 1952. He was appointed a member of the Parliamentary Committee on Land Settlement in May, 1956, and had been Chairman of that committee since January 31, 1963. On that committee he gave valuable service, as he did in all his Parliamentary duties.

He had a distinguished local government record. He was a councillor of the Corporation of Victor Harbour from July, 1947, till June, 1951, a period of four years; he was mayor of Victor Harbour from July, 1951, till June, 1960, a period of nine years, until he resigned. He had a distinguished war record. He served with the First A.I.F. in Gallipoli and France, and with the Second A.I.F. in the Second World War as a captain in Coastal Defence. We all knew him, of course, for his prowess in the sporting field as a bowler and as a member of the Parliamentary Bowling Club and of the management committee of the club.

I do not suppose any district was better served than the district of Stirling by Mr. Jenkins's representation. He was very active and well liked and attended equally to his Parliamentary duties and to his others. He was certainly a popular figure among members. I am sure we all regret his sudden passing and desire to express our sympathy to Mrs. Jenkins and the members of his family.

The Hon. A. J. SHARD (Leader of the Opposition): I rise to second and support the motion. First, I should like to couple my colleagues with myself in my remarks and express to Mrs. Jenkins and her family our sincere regret and sympathy in their irreparable loss.

I had not known the late Mr. Jenkins for a great number of years as I met him first only when I came into the Council in 1956; but of recent years I had been in close contact with him, both on the Land Settlement Committee and in the South Australian Parliamentary Bowling Club.

Mr. Jenkins was most conscientious in his work, particularly in his handling of the Land Settlement Committee. He impressed me greatly with his knowledge and ability to handle difficult situations, take evidence, cross-examine a witness, and apply himself to his job as Chairman. He was a keen sporting man on the bowling green and I agree with the Chief Secretary that he was energetic in representing the district of Stirling.

The fact that he was a councillor for four years at Victor Harbour and mayor for nine years speaks volumes for what he did in that sphere. It is unfortunate that Mr. Jenkins passed away before the time of his announced retirement and before completing the work he had set his mind to do. I am sure that we all agree it was a sad loss and again on behalf of my Party and myself I extend sincere sympathy to Mrs. Jenkins and her family.

The Hon. C. R. STORY (Midland): I rise with the deepest regret to associate my Party and myself with the expressions of the Chief Secretary and the Leader of the Labor Party (Hon. Mr. Shard). Mr. Jenkins was a unique man in that he was born in England and came to Australia and became an Australian very quickly. He enlisted from this country for the First World War and served at Gallipoli. Many other people would not have found the strength and courage to continue as he did when he returned. Ill as he was, he went to the West Coast to farm and pioneered some of the toughest country in Australia. During this period there he developed some of the great attributes that he displayed in Parliament when he came here as the member for Stirling.

During the Second World War Mr. Jenkins served for a long period in the earlier stages training and giving refresher courses to a number of First World War men in the Home Guard. He was an expert on the Vickers gun and his services were very much in demand; he gave of his vast knowledge of that gun and of his experience as a captain. He later served in the war on active service again.

Mr. Jenkins, coming as he did from a coastal county in England, had a great love for the

sea, and it never left him. He settled at Victor Harbour and gave an immense amount of service to that town and district, and I believe it was his great love for the sea that kept him there. I think he was an expert on the south coast of South Australia, particularly around the Murray mouth. His service to local government has been mentioned by the previous speakers. I should mention, too, his long service as a justice of the peace and as coroner in his home town.

This Parliament has benefited extremely, as has the State, from his vast knowledge. We remember him especially for his very cheerful, friendly and sincere approach to the matter of politics. As a family man he was impeccable and we express to Mrs. Jenkins and her four children our deepest and most sincere sympathy.

The Hon. G. O'H. GILES (Southern): I, too, wish to support the motion. I live in the electorate of Stirling, which was represented by Mr. W. W. Jenkins with such zeal and efficiency. I had the honour of working closely with him on many issues. I support the remarks of the Hon. Mr. Story about the courage the late honourable member showed in adversity. I also support what the Hon. Mr. Shard said about his meticulous attention to detail. The late Mr. Jenkins was at all times a most loyal and dependable colleague who carried out his Parliamentary duties to the best of his ability.

The PRESIDENT: I wish to add my remarks to the tributes that have been paid by other honourable members to the late Mr. Jenkins. As Legislative Council representative for that area I, too, came in contact with him on many occasions and knew the great work that he did. The fact that he was doing a very good job for the people of his electorate was evidenced by his immense popularity in the district. I am sure we all very much regret his passing and feel a deep sympathy for his wife and family. I will convey the messages of sympathy on behalf of the Council to his wife and family. I ask honourable members to stand and carry the motion in silence.

Motion carried by members standing in their places in silence.

(Sitting suspended from 2.28 to 3 p.m.)

## QUESTIONS.

### BUDGET DISCLOSURES.

The Hon. A. J. SHARD: Has the Chief Secretary a reply to my recent question about Budget disclosures by the Premier?

The Hon. Sir LYELL McEWIN: I had a look at the question. I believe that if the honourable member had followed the broadcast closely he would have realized the Premier was dealing with an amount of money in a previous Budget: a surplus from last year that was being made available to the Electricity Trust. There are occasions when certain figures are known before the Budget is presented, and this was an announcement of what was being done already. I do not think any secret information was made available on that occasion.

### CONSTITUTION ACT.

The Hon. K. E. J. BARDOLPH: I ask you, Mr. President, is it necessary on all legislation amending the Constitution Act to have a constitutional majority—in other words, a majority of all elected members of either House?

The PRESIDENT: It is laid down in the Constitution Act that that must be the case where the legislation affects the constitution of either House of Parliament.

### SECOND CREEK, BURNSIDE.

The Hon. JESSIE COOPER: I ask leave to make a statement prior to asking a question. Leave granted.

The Hon. JESSIE COOPER: I understand that some two months ago officers of the Mines Department inspected Second Creek, Burnside, below Slape's Gully, in connection with the silting of the creek and the subsequent diversion caused by sand, metal and rubbish from the nearby quarry. Can the Minister of Mines say whether the department has received a report from the officers who inspected the area, and has any action yet been taken to stop this public nuisance and to make an assessment of the damage to adjacent properties? If the answer to the questions is "No", will the Minister call for a report on the matter with a view to giving protection to landowners in the area?

The Hon. Sir LYELL McEWIN: No such report has been brought under my notice. Of course, departmental officers could have made an investigation, but I undertake on behalf of the honourable member to make inquiries and ascertain the position.

### 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: On a fairly recent date the Gawler by-pass was opened, but in the meantime a situation has arisen

through the crossing of the by-pass by the Gawler to Mallala main road. This road, which is sealed, crosses the by-pass at an oblique angle, which makes vision difficult and, although "give way" signs have been erected, they are not being noticed or obeyed by the motoring public as they should be. There have been, to my knowledge, six serious accidents at the intersection since the opening of the by-pass, and, I believe, some minor ones as well. There was a serious accident, so I am informed, four days ago, and a fatal one over the weekend. Will the Minister of Roads consider having "stop" signs placed on the site as soon as possible and further consider structural improvements to the junction?

The Hon. N. L. JUDE: I have been somewhat concerned personally about this matter over the last week or so and have already discussed it with the Chairman of the Road Traffic Board with a view to a further inspection of the site and an analysis of the accidents. In fact, a member of another place, representing that district, had already said to me that he would like information on the matter, and he has been given a report. I have a more technical one which I will not weary members with, but will make it available to the honourable member.

The Hon. A. J. SHARD: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. A. J. SHARD: I am somewhat loath to ask a question on this by-pass because I have used it only once, which was the day after its opening, and I may have misjudged it, but I asked the Leader of the Opposition in another place to look at the by-pass to see if my views were confirmed. Following on his reply to the Hon. Mr. Dawkins, will the Minister of Roads, when seeking technical advice, consider the question of illuminating the by-pass better than at present, particularly at the dangerous spots?

The Hon. N. L. JUDE: That will be done.

#### PRINCES HIGHWAY ACCIDENTS.

The Hon. R. C. DeGARIS: Has the Minister of Roads a reply to my question of August 27 in relation to a restricted speed zone on the Princes Highway near the Cellulose works?

The Hon. N. L. JUDE: Yes. The Chairman of the Road Traffic Board reports that it is generally undesirable to speed zone an isolated section of a road, and any adopted speed limit could prove quite ineffective in a remote location when there is little chance of its being enforced. The Traffic Engineering Branch of

the Highways Department has been contacted and it considers that the problem can best be alleviated by the erection of standard warning signs as a temporary measure until the road is realigned. They will advise the District Engineer responsible for the area.

#### FLOODED GAWLER RIVER.

The Hon. L. R. HART: Has the Minister of Railways a reply to my question of August 27 in relation to the flooding of the Gawler River at Virginia?

The Hon. N. L. JUDE: I have the following report from the Railways Commissioner:

The Salisbury to Long Plains railway was opened to traffic in 1917 and a search of departmental records fails to show any account of flood damage in the area referred to by Mr. Hart. In order to understand the problem described in the question it will be necessary for the engineers to examine the area concerned and make a report. When this comes to hand I will advise the Minister further.

#### NEW MORPHETT STREET BRIDGE.

The Hon. Sir ARTHUR RYMILL: I ask the Minister of Railways whether he has a reply to my recent question about the prospect of moving the Adelaide railway station further west?

The Hon. N. L. JUDE: Yes. The Railways Commissioner reports:

The proposal to shift the Adelaide passenger terminal to the western side of the Morphett Street bridge is impracticable because there is insufficient room on the western side to accommodate a passenger terminal, its attendant servicing facilities, and track connections thereto. Even if sufficient space were available to make the proposal physically practicable, the cost would greatly exceed the cost of bridging the existing tracks.

More than 12,000,000 railway passengers at present pass through the Adelaide station each year. To shift the terminal some quarter of a mile further away from the centre of the city would be an imposition on these passengers, many of whom, as a consequence, would forsake railway transport for their cars and so add to traffic and parking problems in the city. It is now generally recognized that increased use of public transport is needed to ease these problems. The proposal would have the reverse effect.

#### INTEREST-FREE LOANS.

The Hon. L. R. HART: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. L. R. HART: Many local government bodies today in newly-developed areas have a high rate potential but very little capital with which to carry out necessary development. I ask the Minister of Local Government

whether he will ask Cabinet to consider making interest-free loans available to local government bodies for the purposes of carrying out works of a capital nature, these loans to be repaid over a long period.

The Hon. N. L. JUDE: I am quite prepared to ask my colleagues to consider the matter but point out that all local government bodies should be treated equally and under section 435 of the Local Government Act, provided the matter is a public purpose and revenue-producing, councils may borrow virtually unlimited amounts; whereas under section 424 they may borrow, as the honourable member is probably aware, large sums of money in proportion to their rate assessments. I may say that many district councils are now resorting to this practice because they are developing so fast that the incoming rates will not meet the rapid expansion.

#### CAR PARKING.

The Hon. K. E. J. BARDOLPH: Has the Minister of Railways answers to my questions about placing a parking station over the existing railway yards adjacent to the Adelaide railway building?

The Hon. N. L. JUDE: I have no further reply to the suggestion of the honourable member about parking over the Adelaide railway station. As a matter of fact, the matter was, shall I say, left in abeyance upon receipt of the report about the new Morphett Street bridge. As it is a comprehensive report, I have had time only to scan it. I do not think it takes into account any suggestion of parking over the Adelaide railway station.

#### ADELAIDE RAILWAY STATION.

The Hon. K. E. J. BARDOLPH (on notice):

1. Has the attention of the Minister been directed to the decadent state of the main concourse leading to North Terrace, at the Adelaide railway station, particularly the ceiling?

2. If not, will the Minister, with his professed knowledge of architecture, make an early inspection, with a view to taking immediate action to have the architectural beauty of this hall restored to its previous pristine splendour, befitting such a central railway terminal?

The Hon. N. L. JUDE: The Railways Commissioner reports:

1. and 2. The concourse at the Adelaide railway station is inspected regularly and the walls and ceiling are in good physical condition. They are, however, very dirty—a condition brought about by the nature of the rail

traffic moving into and out of the station. Such conditions are, unfortunately, not confined to the Adelaide station, but the present condition of the walls and ceiling of the concourse at Adelaide does not present any hazard. The estimated cost of cleaning the walls and ceiling and repainting where necessary is £5,030 and, while it would be gratifying if this and other similar works could be carried out, they could be effected only by the postponement of more pressing works, particularly those associated with safety and staff accommodation. Specific provision for this work has not been made in the working estimates for 1963-64, which were framed with a view to maintaining a reasonable relationship with estimated earnings. Any upsetting of that relationship would involve the Government in a greater contribution towards railway funds.

#### TRANSPORT CONTROL BOARD.

The Hon. L. R. HART (on notice): In view of the fact that a number of railway lines are being closed, will the Government consider abolishing the Transport Control Board altogether, to allow free enterprise and free trading to function effectively?

The Hon. Sir LYELL McEWIN: This matter is being studied in connection with alterations proposed in charges for road upkeep.

#### LAND SETTLEMENT COMMITTEE REPORT.

The PRESIDENT laid on the table the report by the Parliamentary Committee on Land Settlement on South-Eastern Lands Development—Counties Buckingham and Chandos.

#### PISTOL LICENCE ACT AMENDMENT BILL.

The Hon. Sir LYELL McEWIN (Chief Secretary) obtained leave to introduce a Bill for an Act to amend the Pistol Licence Act, 1929.

#### NURSES REGISTRATION ACT AMENDMENT BILL.

The Hon. Sir LYELL McEWIN (Chief Secretary) obtained leave and introduced a Bill for an Act to amend the Nurses Registration Act, 1920-1960. Read a first time.

#### BUSINESS NAMES BILL.

Read a third time and passed.

#### HEALTH ACT AMENDMENT BILL.

Second reading.

The Hon. Sir LYELL McEWIN (Minister of Health): I move:

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

Its object is to enable provision to be made for the control of air pollution and air impurities. For some time the Government has been considering this matter and from time to time has had representations from various quarters for some form of legislative control. The Department of Public Health has carried out investigations into it and has been conducting tests over the past two years. While most of the representations to the Government have related to what may be described as smoke nuisance, honourable members will appreciate that air can become polluted not only by smoke but from other products issuing from combustion, fumes and exhaust from vehicles. Moreover pollution of the air derives not only from manufacturing or industrial processes but from other sources. Legislation has been enacted in at least two other States but of course conditions in this State differ greatly from those elsewhere.

Although the problem of air pollution has not in this State assumed very great proportions the Government believes that there is a need for some form of clean air legislation to enable preventive measures to be taken before it is too late. The problem is as honourable members will be aware a highly technical one. It is one which cannot, in the Government's view and the view of its advisers, be effectively controlled by static legislation. With the continuing growth and development of the State and particularly the metropolitan area the matters to be controlled or regulated will inevitably be subject to constant change and variation. The Government has therefore decided to make provision by way of amendment to the Health Act because this matter is essentially a problem of health. Moreover this method would be administratively more convenient than separate legislation since many of the machinery provisions of the Health Act would automatically apply in relation to this subject.

Accordingly clause 4 of the Bill inserts three new sections at the end of Division I of Part VIII of the Health Act. Part VIII itself deals with sanitation generally and Division I with air. The first of the new sections (94a) is a definition section. New section 94b establishes a clean air committee charged with the function of carrying out investigations into problems of air pollution and air impurities and of advising and making recommendations to the Minister as to the making of regulations. The composition of the committee is designed to give representation to persons who might be expected to know something of the highly

technical problems involved and at the same time to be representative of the interests concerned, including industry and labour. At the same time it is considered desirable that the committee should not be too large.

Accordingly the Bill provides for a committee of eleven, four of whom are the Director-General of Public Health, the Principal Medical Officer (Public Health), the Chief Inspector of Boilers and Factories, and the Consulting Engineer, Department of Labour and Industry. Six of the other seven members are to be appointed respectively on the nomination of the Trades and Labour Council, the Railways Commissioner, the Electricity Trust of South Australia, the University of Adelaide, the South Australian Gas Company and the Chamber of Manufactures; the seventh is to be a person representative of local government interests. New section 94c empowers the Governor to make regulations on the recommendation of the committee. The powers are defined in fairly wide terms, this being considered necessary in view of the technical nature of the subject. Without recapitulating in detail the matters upon which regulations may be made, I would refer to the powers to define to what impurities or equipment the regulations are to apply, to control the emission of air impurities, to prescribe authorized fuels, to regulate the installation of fuel burning equipment and the establishment of incinerators and tips and the burning of rubbish.

Ways and means of preventing or controlling air pollution are clearly matters for experts. To attempt to set out in a statute some requirements would be to limit the scope of the legislation and would require amendments or additions from time to time in the light of further research and be largely ineffective. I believe that all honourable members are seized of the importance of this problem. I believe, too, that they will agree that a skilled, expert and representative committee will be in the best position to recommend appropriate regulations from time to time to enable this matter to be brought under control before it is too late. I submit this Bill for the consideration of the Chamber.

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

#### BUSINESS AGENTS ACT AMENDMENT BILL.

Second reading.

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

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

Its purposes are to increase the amount of a fidelity bond required to be filed by a business agent from £500 to £2,000 and, secondly, to abolish the concessions granted to a business agent who is also a land agent. The amount of £500 was the amount fixed when the principal Act came into force in 1938. In 1959 the amount of a fidelity bond required of a land agent was increased from £500 to £2,000. However, no such amendment was made in the case of business agents and it is now considered desirable to increase the business agent's fidelity bond to £2,000. The amount of £500 presently available under the principal Act for a person who suffers loss by reason of any default of a business agent could rarely be just compensation; no paying business could be bought for that amount today. The amendment is effected by paragraph (a) of clause 4.

Paragraph (a) of clause 5 contains a consequential amendment: instead of filing a fidelity bond a business agent may deposit securities and the amount of these securities is increased from £600 to £2,250 to conform with the corresponding provision in the Land Agents Act. The second amendment removes the concession granted to a business agent who is also a land agent. A business agent is not required to file a fidelity bond under the principal Act if he has filed a fidelity bond under the Land Agents Act and that bond has been indorsed to cover his activities as a business agent.

If a person carrying on business in this dual capacity should default, he would in most cases default in each capacity. In other words, there would be claimants against him from his land transactions and claimants from his business transactions. But there is no machinery in the legislation for distributing the £2,000 between them. It is questionable whether claimants in respect of business transactions might have recourse to the full amount of the business agent's bond or only a proportionate part of it. But apart from this question, it is clear that there would not be sufficient funds to enable a payment in full under each Act, and that a member of the public who deals with such a person does not enjoy the full protection that each Act, at first sight, purports to extend to him. It is desirable that a person carrying on business as a land agent and as a business agent should be required to meet in full the obligations imposed by each Act; in other words, to file bonds in a total sum of £4,000.

The purpose of the bond is to provide compensation for those who, by reason of any

default of the agent, may have lost a house or a business or perhaps both. The effect of the amendment will be to secure a more adequate measure of compensation. Accordingly paragraph (b) of clause 4 and paragraph (b) of clause 5 provide for the repeal of the appropriate provisions of the principal Act. Section 18 of the principal Act prescribes a reduced licence fee for a business agent who is also a land agent, the fee being £1 instead of £3. Consequential on the foregoing amendments, the distinction between a business agent who is also a land agent and one who is not is removed, making a single licence fee of £3 in all cases. Clause 3 re-enacts subsection (1) of section 18 accordingly.

Clause 6 provides that present business agents will not be affected by these amendments until April 1, 1964, which is the date on which their current licences expire. I commend this Bill for the consideration of honourable members.

The Hon. K. E. J. BARDOLPH secured the adjournment of the debate.

#### FRUIT FLY (COMPENSATION) BILL.

Second reading.

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

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

It is similar in form to the Act passed in 1959, its purpose being to enable the Government to pay compensation for losses arising from the campaign for the eradication of fruit fly. Six proclamations relating to areas in the vicinity of Clovelly Park, Frewville, Beulah Park, Highgate, Marion and North Unley were issued this year prohibiting persons from carrying away fruit from the infested areas without the authority of an inspector.

As honourable members know, it has been the practice in other years for compensation to be given for loss arising from these measures and this Bill accordingly provides by clause 3 for compensation for loss arising by reason of any act of the officers of the Department of Agriculture within the areas defined by the proclamations. It also provides for compensation for loss arising from the prohibition of the removal of fruit from any such land. Clause 4 fixes the time limit for the lodging of claims as February 1, 1964. This is a Bill similar to those introduced on previous occasions when there was an infestation of fruit fly, and I commend it for the consideration of honourable members.

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

## PUBLIC PURPOSES LOAN BILL.

Adjourned debate on second reading.

(Continued from August 29. Page 753.)

The Hon. A. F. KNEEBONE (Central No. 1): Before referring to certain features of this Bill I desire to mention my regret at the recent deaths of Sir Walter Duncan and Mr. W. W. Jenkins, the member for Stirling. Since I was elected to this Chamber I was fortunate enough to know both members. I was elected at a by-election in September, 1961 and took part in the last session of the Legislative Council presided over by Sir Walter. As a new member of this Parliament, he treated me in a manner that was all that could be desired. His long years of service to the State as a Parliamentary representative must entitle him to an honoured position in the history of this State. I extend my sincere sympathy to his family. I am sure that the death of Mr. Jenkins was a great shock to all of us. He was cheerful to the end and no-one would have thought any illness he had was anything but minor, and therefore his death was a great shock to us. His unflinching cheerfulness will be missed and I extend my sympathy to his family.

I support the second reading of this Bill although I do not fully agree with all its provisions. I support the Hon. Mr. Shard when he says that the Estimates do not appear to go far enough in providing for more employment. Apparently, because of the record of the Commonwealth Government with its stop and go policies, employers are still hesitant in planning for full development. The Commonwealth Budget did not give them any confidence to expand and the Premier recently forecast that the State Budget would not be a happy one. It is no wonder that the unemployment figure does not drop appreciably. While this State may have the lowest number of unemployed per capita in the Commonwealth, does not this also indicate that we are slipping back? Not long ago the Government was boasting that South Australia had the lowest figure of unemployed. Despite what has been said by prominent business men, the people of this country will not get used to or accept a permanent pool of unemployed in the vicinity of 80,000 people. First of all, the State Governments will have to do more if they are to restore the confidence necessary to bring about any substantial reduction in the unemployment figure.

In looking through the Estimates, I find that £35,000 is provided for the continuation of a

programme of replacing various items of plant and machinery that have become obsolete at the Printing and Stationery Department (the Government Printing Office). I heartily agree with this allocation. With the advances in printing techniques in recent years it is necessary to keep abreast of latest developments if the high standard set by the Government Printer, Mr. W. L. Hawes, is to be maintained. However, this allocation is not all that is necessary if we are to achieve this purpose. In my first speech in this Chamber I drew attention to the necessity of replacing the obsolete and totally inadequate building occupied by the Government Printer. I said on that occasion, about two years ago, that there had been rumours that the Government Printing Office might be shifted. Several sites were mentioned at that time, including one in Light Square. On October 3, 1961, under a very bold heading, an article appeared in the *News* announcing that the Premier had revealed on that day the type of building to be erected as South Australia's new Government Printing Office. The site was to be on the seven-acre area occupied by the Engineering and Water Supply Department between Bakewell bridge and Thebarton police barracks. However, as with similar announcements made by the Premier and given great prominence in the press, nothing more has been heard of this plan.

All that is provided in the Estimates this year is money for the replacement of machinery and equipment. It was the same last year. If there has been some change in plans for the Thebarton site I submit that some alternative site should be selected. The Government Printing Office should be as near as possible to Parliament House in order to facilitate the dispatch of Government papers. The longer it takes for the Government to make up its mind on this matter the more difficult it will be to secure a suitable site. The present building was erected in 1865 and some additions were made to it in 1916. For a considerable time now the accommodation inside the building has been inadequate. In addition, concern has been expressed about the safety of the building if additional heavy machinery were installed on the northern side.

At times the work of the Government Printer has to be farmed out to other printers for various reasons. Some years ago work usually performed by female bookbinders in the Government Printing Office had to be farmed out and I was told that on that occasion the reason was that there was insufficient room in the Government Printing Office for more

girls to do this work. On a number of occasions the letter-press machining has been farmed out. This farming out is uneconomical. Over-award payments being what they are, the cost of having the work done away from the Government Printing Office is in excess of the cost of doing the work within that office. With a new building for a more adequate dispatch of the work, and more space to employ all the staff necessary to do the work, this uneconomical farming out would be unnecessary.

In addition to the Government Printing Office there is a photo-litho printing section in the Lands Department. Recently this section was occupied solely in lithographic printing of maps, but in recent years it has been expanded and as an example of the work it can now do, in conjunction with the Government Printing Office, I draw attention to the report of the Town Planning Committee on the metropolitan area. In the production of this report it was necessary for the Government Printing Office to do all the type-setting and layout. The type was then proofed and the Lands Department and a Melbourne firm (Melbourne Photo and Graphic Services Pty. Limited) produced the photo-offset plates between them. Apparently the Melbourne firm did the major part of the work, judging by the price charged. Using these plates the Lands Department then did the printing and returned the printed sheets to the Government Printing Office where the work was folded, collated, stitched and bound. Members will agree with me that the finished book is a credit to all who were concerned in its production. I doubt whether we would find better printing anywhere. However, the procedure that had to be adopted, because the two departments are not housed under the one roof, was uneconomical. It is interesting to note that the cost of printing the report was as follows:

	£	s.	d.
Lands Department, for photo-off-set plates, process photography and printing . . . . .	5,900	3	9
Government Printer for typesetting and binding . . . . .	4,681	17	11
Melbourne Photo and Graphic Services Pty. Ltd. for making of offset plates . . . . .	8,180	0	0
Robby's Aerial Pty. Ltd. for special aerial photographs . .	98	10	0
International Computers and Tabulators Australia Proprietary Ltd. for electronic computing . . . . .	40	0	0
	£18,900	11	8

The Hon. Sir Lyell McEwin: Could the work done by Robby's Aerial Pty. Ltd. have been done in the Government Printing Office?

The Hon. A. F. KNEEBONE: No. The cost would have been considerably less if all the work had been done by the Government in one modernized department. What has been said of this publication could, of course, apply to other work of a similar nature.

There is one other matter on which I wish to make a comment. It relates to the work of the Joint Committee on Subordinate Legislation. Members who are also members of the committee, and those who were formerly on it, will agree that it is a hard-working committee. Apparently, the Premier does not think so, or he was so incensed at finding himself on the losing side for once that he let it cloud his judgment. He is so used to having his own way in Cabinet and within his own Party meetings that he could not take it when a committee set up by Parliament refused to act as a rubber-stamp for what he considered should apply in regard to a certain regulation. His slighting references recently to the work of the committee were uncalled for and were completely unjustified. Contrary to what the Premier said, the committee does not lightly move to disallow regulations. Every consideration is given to all proposed by-laws and regulations and, where considered necessary, witnesses are called to give evidence to assist the committee in determining the matter. In the case which caused the Premier's attack on the committee he said—

The PRESIDENT: Order! The honourable member must not quote from a debate in another place.

The Hon. A. F. KNEEBONE: I am not quoting anything.

The PRESIDENT: The honourable member referred to what the Premier said. He must not quote what the Premier said.

The Hon. A. F. KNEEBONE: I bow to your ruling, Mr. President, and will not quote what the Premier said.

The Hon. M. B. DAWKINS (Midland): In supporting the second reading, I commend the Government for the important programme it planned and its achievements, and what it now sets out to achieve. Any comments which I make should be viewed in the light of the general approval I give to the Government's programme, but some matters to which I propose to devote my attention are none the less urgent or necessary. I do not intend to survey the overall field covered by the Bill, because



other members have done that already, and there will be other speakers in this debate.

With reference to the £670,000 provided for roads and bridges, I was particularly pleased to hear earlier in the session of the good progress being made on the Blanchetown bridge and of its expected completion at a fairly early date. Since then I have had a look at the bridge and have noted the advanced stage of construction and the excellence of the work. Earlier I sought information about the proposed re-location of the Blanchetown ferries at Kingston-on-Murray and Berri. I urge the Government to make an early start on the approaches for these ferries at those two towns, so that no unnecessary delays will occur between the completion of the bridge and the availability of the ferries at their new sites. It is a particularly urgent matter for Kingston, for the ferry there carries all the through traffic. It is also necessary that the delay at Berri be reduced to the absolute minimum. With other members I hope the Government will see fit to have an opening ceremony on the completion of the Blanchetown bridge.

I was pleased to note that local authorities had put the parish pump to one side and decided to seek a future bridge at Kingston, and that they had wisely decided to speak with one voice, or almost so, on this matter. I was privileged to attend two meetings at which the subject was discussed, and I commend the Upper Murray authorities for their wisdom and foresight in their approach to it. Out of what could have been a dog-fight in the local areas has come a reasonable and properly based suggestion. Having been present at some of the discussions I give credit to the Hon. Mr. Story for his wise counsel and guidance to these gentlemen. I trust that the Government may be able to pursue the construction of a second bridge in due course, and later will build at least one other bridge in the area.

The sum of £12,000,000 is allocated this year for waterworks and sewers, and I was pleased to note the improvements to be made in the Barossa and Warren water districts. Some of the trunk mains in these districts are very old and inadequate. The supply of new mains in the Gawler, Willaston and eventually the Two Wells areas will do much to improve what is now an inadequate service, as will the extensions and renewals from the Warren to the Paskeville area and in the hundreds of Upper Wakefield and Light. In the country water districts an item of £87,000, which is earmarked

to extend the Loxton scheme to supply water in the Pata area, has given me much satisfaction, and I hope that in this State, where so much has been done in the field of water conservation, it will be found possible before long to do something in the Cambrai and Sedan areas of my electoral district, where water is badly needed and connection to the Engineering and Water Supply Department mains is long overdue.

Also, I look forward to the day when something more may be done for the people in the Warooka District Council area, and in southern Yorke Peninsula in general. The people in that area appreciate what has already been done but there is certainly room for further extension. This Warooka district, which celebrated its 75th anniversary as a local government area last week, is seeking an extended scheme of water supply. It is a progressive district, deserving of consideration—and, incidentally, I am pleased to report that the Department of Agriculture and the Waite Institute research trials into soil deficiencies in this area show great promise of being able to come up with a solution to their troubles.

I believe that something should be done as regards the water situation in the area. I understand that, within the foreseeable future at least, an answer to water extensions in the Warooka district depends largely upon the location of adequate underground supplies. I was pleased to hear the Minister of Mines state recently that his department was investigating the matter. However, despite these requests, which I trust the Government will note, I was glad to see the extensions that are to be made and have been made by the Engineering and Water Supply Department. I was also pleased to see that an amount of £1,760,000 is to be provided for the continuation of work at the Bolivar sewage treatment works. This undertaking, which is estimated to cost in the long run nearly £11,000,000, is essential in order to provide complete sewerage facilities for areas extending to Gawler. I am also glad that the matter of country sewerage is receiving attention.

Of the amounts allocated to hospitals, I was gratified to see that nearly £250,000 is to be provided for improvements to the Parkside and Northfield Mental Hospitals and the Enfield Receiving House, and also that a major building plan is now in the course of preparation for submission to the Public Works Committee. The improvements mentioned are most essential and I am sure that the Government will pursue an enlightened, up-to-date policy in the sphere of mental health.

It is pleasing to note in the sphere of education that every effort is being made to keep up with the ever-increasing needs of education by the provision of nearly £5,500,000 for school buildings. I was also pleased to note the provision of £27,000 for much-needed facilities at Roseworthy College. However, I am sorry that no provision has apparently been made to overcome certain seepage problems that have occurred at Cadell. I hope the Government will give this matter further consideration in due course. I was interested to hear recently of the Premier's scheme for the settlement of suitable persons on the land. I am keenly interested in any progressive scheme that is workable and acceptable. However, I believe that it may be wise to wait and see the details of this scheme. No doubt, as now envisaged, it has many good features, and I believe that from it and from the contributions and suggestions that honourable members may make something will emerge that may be a step forward and may also have the approval of all sections of the community. I shall look forward to examining the scheme with great interest.

Turning to railways, I note that an amount of £2,800,000 has been allocated. I was gratified to note the provision for new rolling stock, particularly diesel locomotives, and for the Ceduna-Kevin railway line. A Bill dealing with this latter project is now before us. I support the Hon. Mr. Gilfillan in his remarks about the length of trains. Of course, trains inevitably have become much longer because of the powerful diesel locomotives now used. I commend my colleague for drawing attention to the necessity for more adequate and, in some cases, longer yards; and for the urgent need for some type of reflective material on the sides of trucks. Like Mr. Gilfillan, I do not believe it is essential that lights be installed at all crossings. There is room for considerable improvement at some crossings in the matter of warning devices or some kind of advance warning. One crossing that comes to mind, which cries out for improvement, is that at North Gawler, where no warning device or proper approach exists and where it is necessary to keep at least one extra man employed full-time because of this deficiency.

With reference to the item concerning court-houses and police stations, I am glad to know that the Government is providing modern facilities in this field, not only in the city but in country areas, and that in some cases new buildings are being erected and, in other cases,

older buildings are being modernized. Constituents in my immediate area are pleased with the new police station at Gawler and are hopeful, following the architect's visit, of a modernized courthouse. In other areas I am sure that the provision of these facilities, which are suitable for present-day requirements, is appreciated by the area in general. I commend the Government for its allocation of Loan funds and seek its consideration of the matters I have mentioned. I have pleasure in supporting the Bill.

The Hon. L. R. HART (Midland): Mr. President, I rise to support the Bill but first wish to associate myself with other honourable members in their expressions of sympathy to the family of the late Sir Walter Duncan. As Sir Walter represented Midland for 40 years, I obviously had the opportunity of meeting him on many occasions, but it is my one regret that I did not have the privilege of being in this Chamber during the time he reigned as President. Reference has been made to his association with public and commercial interests in this State and also to his association with this Parliament. I should like briefly to mention the part he played in the Liberal and Country League of South Australia. Sir Walter was President of the Liberal Federation in South Australia in 1930. When that body amalgamated with the South Australian Country Party in 1932 and formed what is now known as the Liberal and Country League, Sir Walter Duncan became its first President, and he had much to do with the foundation for what has become a great political force in this country. I also associate myself with the expressions of sympathy to the relatives of the late Mr. W. W. Jenkins, who represented Stirling in another place and who passed away a few days ago.

I support the Bill now under consideration. The allocation of funds to the various departments has been done on a fairly satisfactory basis. However, some departments may find that the financial drain on their resources will be of such magnitude that by the end of the financial year they will be looking for further funds. With the bounteous rains this year we can hope for a reduction in pumping costs in the supply of water from the River Murray. Never before have South Australian reservoirs contained such a huge volume of water. With the money saved on pumping costs the Engineering and Water Supply Department may be able to proceed with the supply of additional services in some areas and the replacement of existing old and inadequate mains in other places.

I was particularly pleased to see that the Barossa water district is receiving £20,000 for a new main from Gawler to Willaston. This will ensure an improved water supply for the regions west of Gawler. A great deal of subdivision has taken place in this area and extra services have been connected with the result that many of the older established services, particularly in the towns, are now finding themselves without an adequate supply of water. Possibly a further main is required in that area, but the first essential move is to supply water from the Barossa reservoir to the Gawler area and this new main will help that service.

An amount of £670,000 has been provided for roads and bridges. Some details are given of the various projects, but I am disappointed that no mention has been made of the duplication of the main Port Wakefield Road. This project was mentioned in the Governor's Speech so I must assume that finance for this purpose will come out of an amount of £345,000 mentioned as being available for other road and bridge works. The construction of an over-way over the railway line at Dry Creek should be commenced as soon as possible, as consolidation will be needed for this work because of the poor type of soil in the locality. I also mention the need for lighting on some country roads, particularly at intersections with or without traffic islands. The cost of adequately lighting some of these places is beyond the resources of local government bodies. In fact, in many cases the lighting is not required for the local residents but rather for the travelling public, so it is not reasonable to expect that the local government bodies should have to bear the cost. With my colleagues, the Hon. Mr. Dawkins and the Attorney-General, I had the privilege of visiting Warooka over the weekend to join the residents in celebrating the 75th anniversary of local government there. As Mr. Dawkins said, these are progressive people deserving of the provision of necessary facilities, particularly water, for that area, and I trust that every effort will be made not only to supply them with water from the Engineering and Water Supply Department mains but to locate another underground source.

It was also pleasing to note the results being obtained by the Department of Agriculture in conjunction with the Waite Research Institute in experiments being conducted to ascertain the cause of certain soil deficiencies. It was enlightening to see that the application of

manganese by spraying methods was showing encouraging results. In fact, the spraying of manganese at the rate of 5 lb. or less to the acre showed far better results than where manganese was applied to the soil in far greater amounts: in some cases amounts up to lewt. had not shown the same results as spraying with an amount as low as 3 lb. Landowners who have noted these results have started spraying areas, with pleasing results.

Although I was glad to see that £15,000 had been allocated to the freezing works at Port Lincoln I wondered whether, in view of the new hygiene requirements being laid down by the United States as being necessary to obtain a licence to export meat to that country, this amount would be adequate. It will be necessary not only for the Port Lincoln freezing works but for all other abattoirs to considerably expand their works and effect a number of improvements if they are to comply with the stringent conditions being laid down by the United States. It was gratifying to see that generous financial support is being offered to various bodies for the provision of accommodation for country students attending secondary schools or the university in Adelaide. This is particularly fortunate for the country student wishing to study Leaving Honours as these classes are not available in many country areas and it is therefore necessary for the student to come to Adelaide to complete his course. The proper provision of accommodation is often a great problem to country parents and the provision of hostels for this purpose is a step in the right direction.

Regarding Education, I was pleased to see that most of the schools to be constructed by the department this financial year will be of solid construction. In some areas the need for more schools is urgent. I refer to one in particular, the school at Brahma, where £105,000 is allocated for the provision of a solid construction school. However, to alleviate the present position it will be necessary to provide temporary classrooms for the coming 12 months. I trust that the Education Department will ensure that these classrooms are provided in time for that school to use them during the 1963 school year. It was gratifying to note that an allocation of funds had been made for school buses in country areas. The provision of a school bus is a worthwhile and necessary measure. We have in the country many small schools that are being closed, making it necessary for buses to be available to take the children to the larger schools.

I believe that the consolidation of country schools should be pursued to a greater extent than at present. There is undoubtedly a great wastage of teachers in country areas where it is found that some schools have as few as six pupils, who do not have the advantage of competition, sport, or the opportunity to attend woodwork and domestic art classes and so on. I believe that many of these schools could be closed and the children conveyed to larger schools by buses. By doing this we could overcome many of the schoolteacher shortages we have at the present time. I support the Bill.

The Hon. K. E. J. BARDOLPH secured the adjournment of the debate.

#### AMUSEMENTS DUTY (FURTHER SUSPENSION) BILL.

Adjourned debate on second reading.

(Continued from August 29. Page 694.)

The Hon. A. F. KNEEBONE (Central No. 1): I support the Bill for the reason that my colleagues and I consider that the amusements tax or duty should not be re-imposed either now or in the future. It has been suspended for a considerable time. From 1942-53 it was the province of the Commonwealth Government and in 1953 that Government vacated the field of this tax and the State did not re-enter it. Periodically from that time Bills of a similar nature to this have been introduced. Probably because of the wording of the principal Act these Bills are necessary, otherwise the imposition of amusements duty would be automatic at the end of the period of operation quoted in those Bills. On a number of occasions the Government has said that it does not intend to re-impose the tax and the Labor Party has no intention of doing so when it takes office. Why then, should we not amend the principle Act (Stamp Duties Act) and eliminate Part IV thereof, the provisions of which make the imposition of the tax automatic. That is the most reasonable way of dealing with the matter. However, because this Bill does suspend the payment of the duty until at least 1967, I support it.

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

#### BRANDS ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 29. Page 742.)

The Hon. M. B. DAWKINS (Midland): I support this Bill, which seeks to legalize the

practice of ear tagging cattle. Clauses 3 and 4 provide for this. It has been quite widely practised but is really not in accordance with the Act as it now stands. It is desirable to legalize the practice in order to minimize the necessity for branding and tattooing. Both ear tagging and ear tattooing have been widely practiced in the sheep industry for many years. The tagging of sheep has been legal for many years and it should also be legalized for cattle, as this Bill sets out to do. However, it will be undesirable for tattooing to be dropped by cattle owners. My own experience in the sheep industry has brought me the knowledge that ear tags may be lost and brands may fade but a really good tattoo remains.

Nevertheless, it is both wise and necessary to provide that no hole punched for the purpose of inserting a tag shall be so punched as to obliterate any existing tattoo or part thereof. Sub-sections (3) and (4) of new section 21a provide for this in stating that the tag shall be fixed to the base of the ear in such a manner as not to render any mark or tattoo illegible or misleading. Obliteration of the existing mark is quite easily done if due care is not exercised and stockowners must be aware of this provision in the Act and take pains to see that they abide by it and do not obliterate any existing mark when inserting a tag. The Bill also provides for a special brand to identify cattle that have been artificially inseminated. This is probably a very wise provision in view of the increasing use of this means of breeding high quality cattle and I give my support to it. I have much pleasure in supporting the Bill.

The Hon. G. O'H. GILES secured the adjournment of the debate.

#### SCAFFOLDING INSPECTION ACT AMENDMENT BILL.

Second reading.

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

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

The proposed amendments are designed mainly to render the provisions of the principal Act more effective in their application to work to which the Act is intended to apply and to express the regulation-making power in a form that will enable the regulations to be consolidated and brought up to date for the convenience of persons obliged to comply with the Act. Subsection (1) (a) and (b) of section 3 of the principal Act names the municipalities and district council districts in the metropolitan

area within which the Act applies. Eight of the nine districts appearing as district council districts in paragraph (b) are now municipalities and the other, the old district council district of Yatala North, is now within the district council district of Salisbury within which the Act has applied by proclamation since 1960. Clause 3 merely brings subsection (1) (a) and (b) of section 3 of the principal Act up to date without altering the effect of the present section in any way.

Clause 4 amends the definitions of "explosive powered tool", "gear", "hoisting appliance", "power-driven equipment" and "scaffolding" in order to clarify or extend the meanings of those expressions. A firearm (but not a pistol) is excluded from the definition of "explosive powered tool". The clause extends the exclusion to pistols. The definitions of "gear" and "hoisting appliance" apply to gear and appliances used in connection with scaffolding but not to gear and appliances intended to be so used. This omission is rectified. The clause amends the definition of "power-driven equipment" so as to bring it into line with the amendment to section 5a which clarifies the definition of work to which the Act applies. The definition of scaffolding is extended to apply not only to material used or intended to be used for the support of workmen but also to material used or intended for the protection or safety of workmen, e.g. guard rails.

Clause 5 amends section 5a of the principal Act so as to clarify the meaning of work to which the Act applies. The Act has been administered, and regulations have been made, on the basis that its intention was to safeguard, so far as its application extends, all persons working on building construction projects to which the Act applies. But the Government has been advised that there are grounds for contending that the Act as it stands does not apply to general building operations after scaffolding has been erected unless the work concerned involves the erection of further scaffolding. The clause accordingly extends the meaning of work to which the Act applies to the erection as well as the use of any scaffolding or hoisting appliance, and adds a new subsection to section 5a which says that where any power-driven equipment is used on or in conjunction with any work to which the Act applies, such use is to be deemed to be work to which the Act applies. This amendment also makes it clear that the use of power-

driven equipment is not subject to the Act unless it is used in connection with other work to which the Act applies.

Clauses 6 and 9 amend sections 7 and 13 which relate to the regulation-making power. When the Act was enacted the regulations were incorporated in the second schedule thereto. Under sections 7 and 13 there is power to rescind, amend or add to those regulations, but there is doubt as to whether there is power to make regulations in substitution for those in the second schedule. The amendments proposed by clauses 6 and 9 are designed to enable the existing regulations (some of which have been in force since 1909) to be revised and a new set promulgated. The regulation-making power is also expressed in the form more commonly used in modern legislation. The opportunity has been taken to include a regulation-making power to require the illumination of work carried out at night. This would apply particularly to work carried out in shifts.

Clause 7 amends subsection (4) of section 8 of the principal Act so as to bring the procedures relating to the reporting of accidents under the Act into line with corresponding amendments proposed to be made to the Industrial Code.

Clause 8 gives an inspector power to give directions to persons in charge of any work to which the Act applies to take action to remove or reduce risks to which men engaged in such work or in any other work associated with such work are exposed.

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

#### REAL PROPERTY ACT AMENDMENT BILL.

Second reading.

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

*That this Bill be now read a second time.*  
The Government is concerned about the increasing practice in connection with the registration of mortgages at the Lands Titles Office of avoiding the disclosure of interest rates and penal terms simply by reference to collateral agreements that are not registered. Usually a request by the Registrar-General of Deeds for production of a copy of the other document is complied with, but it is desirable that, in these circumstances, a mortgagee should be required to produce the copy in order

that the records of the Lands Titles Office disclose to persons making searches a complete record of the terms of the transaction. Accordingly this Bill provides (in subsection (2) of section 129, added by clause 4) that where any term of this nature is not specified in the mortgage and is determined by reference to some other document that other document shall be attached to the mortgage. This requirement also extends to the relatively infrequent case of a "building covenant", a covenant to build in accordance with plans and specifications: a copy of the plans and specifications will be required to be attached to the mortgage. But the requirement will not apply where the collateral or other document is already available for inspection by the public in a public registry, for example, in the Lands Titles Office itself or in the Companies Office.

Clause 5 inserts two new paragraphs in section 220 of the Act dealing with the powers of the Registrar-General. The new paragraphs give the Registrar-General express power to make requisitions when an instrument lodged for registration does not comply with the requirements of the principal Act and, secondly, power to formally reject the instrument if any of the requisitions are not complied with. If an instrument lodged for registration is defective in form, the Registrar-General is not obliged, as the Act stands, to make requisitions; he may simply refuse to register. However, it is the usual practice to make requisitions so that the person lodging an instrument will have an opportunity of altering it so as to include all the particulars required by the principal Act.

As the Act stands, once an instrument has been lodged for registration, no other subsequent instrument can be registered until the first instrument is registered or withdrawn. Sometimes it happens that an instrument is "taken out for correction" (*i.e.*, requisition is made) and either not returned at all or returned only after an inordinately long time. During that period the Registrar-General is powerless to effect the registration of any instrument affecting the title. It is considered desirable that the Registrar-General should have power to formally reject an instrument in such circumstances.

The purpose of clause 3 is to effect certain formal amendments to section 2 of the principal Act consequential upon the insertion of new Parts therein some years ago.

The Hon. K. E. J. BARDOLPH secured the adjournment of the debate.

## LOCAL GOVERNMENT ACT AMENDMENT BILL.

Second reading.

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

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

It provides for transmission lines and other equipment of the Electricity Trust to be exempted from local government rating. There are substantial reasons why this should be done, as I shall indicate. The Bill also provides that, where councils are widening or improving roads, and electricity poles would remain a traffic hazard, these will be moved by the Electricity Trust at its own expense.

At present the Electricity Trust is required to pay local government rates. It is proposed that the trust shall continue to pay rates on land or buildings owned by it and used for normal purposes of offices, depots, substations, etc. When the Government established the Electricity Trust in 1946 it was visualized that this would be the class of property which would attract rating. However, local rates have been extended to transmission and distribution equipment to an extent which is likely to impede the development of the electricity system.

The trust has over the years made great efforts to extend electricity supply into the settled areas of the State. Many millions of pounds have been spent on the transmission and distribution network and at the same time country tariffs have been continually reduced. With the Government subsidy made available last year, country tariffs are now within 10 per cent of those applicable in the metropolitan area, and are, in general, the lowest of all those in the mainland States. The Electricity Trust has undertaken within five years to carry the full cost of this and the Government subsidy will cease.

The provision of electricity supply in country areas is considerably more expensive per consumer than in more closely settled districts. At the present level of tariffs many extensions in country areas are uneconomic and must be subsidized by the State or other consumers. In these circumstances it is undesirable that the establishment of electricity mains should attract additional costs in the nature of rates. I may point out that at least one council has charged rates on electricity mains amounting to 10 per cent of the total sales of electricity in that district. Electricity mains provide an extremely important service to the community. Local government bodies

do not incur expense in connection with these mains. On the contrary, the presence of Electricity Trust power in a community improves property values in that community.

I have conferred with council representatives on this matter. They are in almost unanimous agreement that it is not desirable to rate essential equipment of this important public utility, which is operated on a non-profit basis on behalf of the community. With existing legislation, however, the councils feel that they cannot arbitrarily waive rates which they are legally entitled to collect. This Bill provides that machinery, equipment, poles, wires, etc., of the Electricity Trust, together with easements and rights-of-way over which the lines are carried, shall be excluded from the definition of "ratable property". This is a desirable change which will remove one of the possible hindrances on the extension of the electricity network. I emphasize that the trust will still be liable for rates on land and buildings used for offices, depots, etc. In discussing this matter with council representatives it was agreed that, if Electricity Trust equipment were exempted from rating, it might be reasonable for the trust to bear the expense of moving poles where this became necessary because of road widening or improvement. This Bill provides that, if a council requests the trust to move a pole, the trust will do so without cost to the council. The trust's obligation, however, will be confined to cases where the pole or wires would impede traffic and, if necessary, the Commissioner of Highways shall give a certificate to this effect.

Section 871g of the Local Government Act provides that, if the Adelaide City Council requests that a pole, pipe or other work in a roadway be moved, the cost of the removal and replacement may be recovered from the council. This section may also be extended by proclamation to other councils. This Bill provides that section 871g shall no longer apply to equipment owned by the Electricity Trust. Consequently, in the Adelaide City Council area as well as all other council areas, the trust will bear the cost of removal in appropriate cases. There is no doubt that councils throughout the State will be involved in the future in many road improvement schemes that will necessitate the moving of existing transmission or distribution poles. The responsibility imposed on the trust in this Bill, that it shall undertake the work in *bona fide* cases of traffic hazard, will make a substantial contribution towards the improvement of our streets and roads system.

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

#### THEVENARD TO KEVIN RAILWAY BILL.

Adjourned debate on second reading.

(Continued from August 28. Page 695.)

The Hon K. E. J. BARDOLPH (Central No. 1): I rise to support the second reading of this Bill. At the outset I say that the Minister's speech on the second reading was somewhat vacuous, to the extent that it depended upon the report of the Public Works Committee, with which I do not desire to quarrel but the Minister did not give the full findings of that committee to the members of this Council. The main purport of the Bill is to authorize the Railways Commissioner to construct a railway as indicated in the Bill. In his speech on the second reading, the Minister said that the Public Works Committee's report was the basis upon which the Government moved for the continuance of the gypsum industry. The Public Works Committee's report mentions that there is in operation with Waratah Gypsum Proprietary Limited an agreement, which contains two clauses. As regards the proposal to build a railway line from Kowulka to Kevin, the clause states:

The company to pay to the Commissioner annually for a period of 25 years interest at the rate of four per cent per annum on the actual cost of the railway line to be built between Kowulka and the rail-head at the gypsum leases situated in the hundred of Kevin—a distance of approximately 5½ miles—or on £20,000, whichever is the lesser of the two amounts. The first interest payment by the company shall cover the period from the date the line is opened to traffic to the succeeding thirtieth of June. Thereafter interest shall be payable annually.

My point is that this Bill gives the Railways Commissioner power to construct this railway. The company is committed, on a £20,000 Government spur line, to pay only £800 a year. In evidence before the Public Works Committee, the representatives of the Colonial Sugar Refining Company and Waratah Gypsum Proprietary Limited said that, if the railway line was constructed, it would mean overseas exports to the extent of many millions of tons of gypsum. It is a well-known fact that both companies have a monopoly of the gypsum mining leases throughout Australia. I shall not castigate them for that because they provide work but my point is that, if Government money can be made readily available at a low rate of interest to undertakings such as these, there are many more such undertakings

where companies have not the capital to spend on expansion and are mulcted in paying higher rates of interest or going on to the money market for increased capital.

The Hon. Sir Frank Perry: What is the cost of the railway?

The Hon. K. E. J. BARDOLPH: The report does not actually say. That is my point. The report says that the spur line will cost £20,000. Clause 2 of the agreement goes further and says:

The Commissioner shall grant the company the sole right for the carriage of gypsum over the spur line and agrees not to transport gypsum over the said line for or on behalf of any other person, firm, or company without the written consent of the company, but the Commissioner reserves the right to carry passengers, livestock or other freight on the spur line for the company or for other customers should the necessity arise.

I do not want to be misunderstood as taking the Public Works Committee to task because, after all is said and done, whatever report is submitted to Parliament from any committee functioning under its auspices, it is the responsibility of the Government and Parliament to accept the report and give effect to it.

My point is that here we have two companies, both prosperous; one may be more prosperous than the other. A line is to be constructed, without any capital expenditure on the part of the companies, at a rental of £800 a year. I submit that the Minister in his speech on the second reading to this Council should have told honourable members what the actual and attendant costs would be, because the Government is dealing with Loan and taxpayers' moneys for this purpose. When the Bill reaches the Committee stage I shall have something more to say about it.

The Hon. W. W. ROBINSON (Northern): I support the second reading of this Bill, which provides for the closing of the line from Wandana to Kowulka, a distance of some 52 miles, and the substituting of a line from Kevin to a site two miles from Thevenard, a distance of 36 miles. It will mean that the carriage of gypsum will be over some 38 miles altogether (including two miles from Ceduna to Thevenard) as against 64 miles in a circuitous route from Thevenard to Kevin. Those honourable members who know the situation will appreciate that the old line was taken off at Wandana, which is some 10 miles north-east of Ceduna. That meant that all the traffic to and from Kevin from the gypsum field had to be transported to Wandana and then back

again to Thevenard, which meant a great waste of money and freight charges.

The history of this field has been one of ups and downs. The line was built from Wandana to Thevenard in 1924 and subsequently the Waratah Gypsum Proprietary Limited commenced its operations at the field. It worked a flying fox to carry gypsum that 5½ miles to Kowulka. That was carried on for some time and then the company abandoned its workings there. The flying fox fell into disrepair and was unworkable when the company again started, in 1947, to cart gypsum by road to Kowulka and Thevenard. In 1948 Parliament passed a Bill authorizing the construction of a loop or branch line from Kowulka to Kevin, a distance of 5½ miles at a cost of £31,471. It has now been found that this line is very costly and the companies concerned have agreed to cart their goods over a shorter route.

I shall briefly outline the deposits of gypsum at Lake Macdonnell. The area comprises 34 square miles with an average depth of 15ft., varying from 22ft. in the north to 10ft. in the south and west, and from 16ft. to 20ft. in the east. An early estimate of the size of this deposit was about 765,000,000 tons of gypsum, but a later estimate is 630,000,000 tons with about 99,000,000 tons under Lake Macdonnell. In some parts there is an over-burden of 12ft. necessitating the disposal of a large volume of water which, I suggest, would make the project unprofitable and unworkable.

I suggest that we should work on an estimate of 630,000,000 tons. Any reduction in freight charges for the cartage of gypsum represents a considerable sum when one considers the life of this field and the saving of 2s. 9d. a ton. This will represent a sum of between £85,000,000 and £95,000,000, so it is important that, if this field is to be thoroughly exploited, it has cheap cartage of the product.

The line from Wandana to Penong, built in 1924, carried at that time 9,000 tons inwards and 42,000 tons outwards, including 30,000 tons of salt from Penong. This salt traffic ceased in about 1930 until 1943 when it averaged no more than 7,000 tons a year. It ceased altogether in 1953. I hope that this reduction in freight on the traffic from Penong to Thevenard will revive the salt industry in that area. Mining of gypsum at Lake Macdonnell commenced in 1947 and the branch



line between Kowulka and Kevin, built under an agreement with Waratah Gypsum Proprietary Limited, was opened for traffic in 1950. The Hon. Mr. Bardolph, who preceded me, spoke as though we were building a branch line from Kevin on which £800 a year would be charged against the company. Although that may be true, I point out that both companies agreed to pay 4 per cent on £20,000 or the cost of the railway, whichever was the lesser. The cost is £31,471, so the companies are liable for about £800 a year. Provision is being made in the charges over that new line for that sum to be recouped by the Government so I am sure the honourable member should have no qualms or fears that this is not a good business deal: proper provision is made for the recouping of the expenditure on that line. The gypsum traffic has increased and, in 1961-62, 74,000 tons was transported on the railway at a saving of 2s. 9d. a ton, representing freight charges of £38,500 a year.

Recently several events have improved the prospects of obtaining overseas markets for gypsum: first, the Colonial Sugar Refining Company took up gypsum leases at Lake Macdonnell; secondly, a shipping gallery was installed at Thevenard; and thirdly, the Railways Department granted a substantial rebate on freight for the movement of gypsum in excess of 50,000 tons a year. From July 1, 1962, to November 10, 1962, Waratah Gypsum Proprietary Limited consigned 47,000 tons and the company has advised the Railways Department that it desires to step up delivery in the new year to 5,000 tons a week. The Colonial Sugar Refining Company is now coming into production and expects to consign 1,000 tons a week.

Arrangements have been made to transport gypsum at the rate of about 6,000 tons a week. It is confidently expected that the tonnage of gypsum to be shipped by the company will soon reach 280,000 tons a year. This figure is based on 65,000 tons a year at present being shipped to New Zealand, 80,000 tons a year being used in the company's associated factories in Sydney and Melbourne and exports over the Pacific—which are at present at the rate of 100,000 tons a year. The Public Works Committee investigated this matter thoroughly and considered that the Government had made a satisfactory agreement and that the charges provided were sufficient to cover the cost of working expenses, and also the £800 a year that I referred to.

The Hon. K. E. J. Bardolph: What about capital cost?

The Hon. W. W. ROBINSON: This will cover the capital cost and working expenses. All provision is made to recoup the Government's expenses thoroughly.

The Hon. Sir Frank Perry: Are there any royalties on the minerals?

The Hon. W. W. ROBINSON: I take it there are some royalties on the minerals, otherwise it would be a bad day for this State to give away its birthright.

The Hon. Sir Frank Perry: That was what I was thinking of.

The Hon. K. E. J. Bardolph: Didn't the Public Works Committee find out whether there were any royalties?

The Hon. W. W. ROBINSON: I support the Bill because I think financial safeguard has been made by the Government. This legislation will enable the company to operate on a much lower freight rate and enable it to export its product. Altogether I think it is in the best interests of the State.

The Hon. G. J. GILFILLAN secured the adjournment of the debate.

#### METROPOLITAN TAXI-CAB ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 28. Page 694.)

The Hon. S. C. BEVAN (Central No. 1): I have examined this Bill and it contains two main amendments, the first of which is designed to bring the registration of taxi-cabs into line with that of other motor vehicles. In 1961 the date for registration of motor vehicles was set for a 12-monthly period on a day-to-day basis and not at the beginning of each month as was previously the case. Refunds on expired registrations and cancellations were made on the same basis. Clause 5 of this Bill will enable the same provisions to apply to taxi-cabs, which will mean that they will come into line with the registration of motor vehicles generally. Clause 6 adds to the schedule the Noarlunga District Council as a constituent council. In his second reading explanation the Minister elaborated on the reasons for this clause as follows:

Under the regulations an applicant for a taxi-cab licence must have a usual place of residence within the area of a constituent council. At least one operator has recently erected a house within the area of Noarlunga and in view of the subdivisions of land along the South Road it is possible that other operators may do likewise.

It is obvious that if this amendment were not made this operator would not be eligible for the renewal of his licence. The regulation referred to states that licences may be granted and renewed if an applicant's usual place of residence is within the area of a constituent council. I cannot see any reason why the regulation should be included at all and why a person holding a licence, who goes outside a proclaimed district, should not be eligible for the renewal of the licence under these circumstances. The real need is to bring Noarlunga under the metropolitan area. Taking into consideration, as has been pointed out, the re-distribution of population and building activity in what was, perhaps, previously known as the outside area in various townships such as Noarlunga, Port Noarlunga, Christies Beach and other places, I have no objection to Noarlunga being brought within the metropolitan area for the purposes of this Act and under those circumstances I support the Bill.

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

#### EXPLOSIVES ACT AMENDMENT BILL.

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

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

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

Its main purpose is to enable effect to be given to arrangements which have been made to acquire certain land at Broad Creek, Port Adelaide (shown in the plan in the schedule) from I.C.I. Alkali (Australia) Ltd. for an explosives reserve and to lease the land back to the company subject to certain conditions consistent with the land being used as an explosive reserve.

The land in question is used for the transport of explosives discharged from boats to magazines at Dry Creek. It is desirable that the Government acquire ownership of the land so that adequate precautions may be taken in the interests of public safety. The necessary amendments in this connection are made by clause 4 of the Bill which inserts six new sections in the principal Act.

The principal Act contains no general power to acquire (either compulsorily or by agreement) any land for the purposes of the Act. New sections 28b and 28d empower the Minister to acquire land for any purpose connected with the storage or transport of explosives and to dispose of any land so acquired, or dedicated

for any such purpose under the Crown Lands Act. The new sections will bring the principal Act into line with other Acts such as the Education Act and the Highways Act under which land may be acquired for public purposes.

The land occupied by the company is held under a mining lease. New section 28c therefore confers on the Governor power to resume or accept the surrender of mining leases. A further mining lease comprising portion of the mangrove swamps area (seawards of the embankment shown in the plan) is in course of preparation. The company proposes to reclaim this land and also part of Broad Creek. As the creek is a navigable tidal creek, its reclamation would interfere with the theoretical public rights of navigation. The Bill therefore confers express statutory authority for the reclamation of the creek (new section 28f).

Explosives discharged from boats are brought by ketch to the Harbors Board jetty (shown in the plan) and from there they are taken overland to the magazines at Dry Creek. The reclamation will necessitate moving the jetty further down the creek. The reserve (the hatched area in the plan) includes the present danger area (a circle of 40 chains radius with its centre at the jetty) and what will be the danger area when the jetty is moved up to 30 chains down the creek. (The exact position to which the jetty will be moved has not yet been decided.)

At present there are large evaporating ponds on land which will form part of the reserve. These ponds do not constitute any danger when explosives are being unloaded, but other mining activities, for example sinking shafts, may well do so, and the Bill provides (new section 28e) that no such other mining activities shall be carried out unless the permission of the Minister is obtained. In respect of land in the reserve that will be comprised in the new lease, that is, portion of the land which will be reclaimed, the permission of the Minister will be required for all mining activities. Clause 5, which is unrelated to the arrangements concerning Broad Creek, contains an amendment of section 31 of the principal Act. That section empowers the Harbors Board to permit (subject to such conditions as it thinks fit) ships carrying more than the prescribed amount of explosives to enter a port, but only for the purpose of discharging explosives. Under section 35 the board may permit (again subject

to conditions) such a ship to come alongside a wharf, but there is no explicit power enabling the board to permit the ship to enter a port.

Recently an agreement, incorporating suitable indemnities, was concluded with a certain company to enable two of their ships which were carrying explosives in excess of the prescribed amount to enter ports—

(a) to shelter from adverse weather;

(b) to take on stores, fuel and water; and

(c) to obtain medical aid in case of sickness.

It is clearly desirable that the board have express statutory authority to enter into such

arrangements when occasion demands, and the purpose of clause 5 is to remove the limitation that permission to enter ports may be given only for the purpose of discharging explosives. The amendment will bring section 31 into line with section 35 under which the board may permit any such ship to berth for any purpose.

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

#### ADJOURNMENT.

At 5.04 p.m. the Council adjourned until Wednesday, September 4, at 2.15 p.m.