

LEGISLATIVE COUNCIL

Tuesday, July 27, 1965.

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

QUESTIONS

BARMERA HOSPITAL.

The Hon. Sir LYELL McEWIN: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. Sir LYELL McEWIN: On July 22 the *News* published an article about the Barmera Hospital that contained the following statement:

Mr. Shard said today that he, the Works Minister (Mr. Hutchens) and an architect would investigate the situation as soon as possible. He said the previous Government had agreed to spend £40,000 on renovations, but that the Hospitals Board at the time had been against the plan.

Will the Minister of Health make the papers in reference to this project available?

The Hon. A. J. SHARD: I do not mind making them available: there is nothing to hide. I was approached about the matter, but the press statement may not be exactly what was said. I think the words "at the time" are those words which the Leader is querying. I was approached, and the board left no doubt in my mind that it was not happy with the project. If the Leader wants to have a look at the papers, he is welcome to do so.

PORT WAKEFIELD ROAD.

The Hon. L. R. HART: On July 29, in asking the Minister of Roads a question about a new road that had been provided adjacent to the Cavan railway crossing, I said that motor traffic was not always using the new road, and the Minister promised to go into the matter. Has he a reply to my question?

The Hon. S. C. BEVAN: Yes. Investigations are being made into the congestion caused by motorists making the short right-hand turn at the Cavan railway crossing with a view to closing the first section of Diagonal Road to northbound traffic. As this closure affects the abattoirs and will necessitate the approval of the Enfield council, the matter is currently being discussed with these bodies. Arrangements have in the meantime been made for improved signing and line-marking to be installed to assist in the re-direction of traffic to the new road farther north. It is expected that this work will be put into effect within a week.

GOVERNMENT FILES.

The Hon. D. H. L. BANFIELD: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. D. H. L. BANFIELD: On July 23 the following report appeared in the *Australian*:

When Labor returned to power after more than 30 years in Opposition they found themselves in the not so surprising situation that the Playford "team" had a far more acute knowledge of the State's economic course than they did. When the Playford men left their ministerial offices they took with them departmental reports or correspondence of any real value. This makes the gathering of statistical material for an economic survey difficult—for there is hardly any there. And the Public Service, after years of service under the rule of Sir Thomas Playford, was unwilling to comment or provide any real economical or statistical material it had. This means that any information can really only come from the Leader of the Opposition.

First, is the report that appeared in the *Australian* on Friday, July 23, correct when it states that Ministers of the previous Government upon vacating office took with them departmental reports or correspondence of any real value? Secondly, if the report is correct, can the Minister advise whether the Government is in a position to recover the reports? Thirdly, are departmental reports the property of the Minister concerned or do they remain at all times the property of the Government?

The Hon. A. J. SHARD: I almost wish that this matter had been put on notice so that I could give a detailed reply. In fact, I do ask now that it be put on notice but, briefly, I can say that I think the report is untrue.

The PRESIDENT: If it is to be put on notice there is no need for the Minister to reply now.

STURT HIGHWAY.

The Hon. C. R. STORY: Has the Minister of Roads a reply to my question of June 29 about the Sturt Highway?

The Hon. S. C. BEVAN: Yes. I have the following reply from the Commissioner of Highways:

With the present traffic volumes on the Sturt Highway, it is quite impracticable to construct a new road to modern standards on the existing road alignment without building side tracks. This would be a costly procedure and would also require the removal of the trees. A new alignment has been selected so that cuts and fills will be clear of the present road. The extent of the clearing of timbers, which have caused these complaints, has been looked at critically. Trees are being removed only where required for new construction, and in no case

are trees being removed on both sides of the three-chain road reserve to the full width.

Truro-Blanchetown section: Reconstruction is in hand and some clearing for widening the existing road is being carried out. Clearing of sparsely growing mallee on the southern side for approximately five miles will be required. No clearing on the northern side will be necessary.

Blanchetown-Waikerie section: No clearing on the north side will be undertaken, although clearing will be required for the new road to be located south of the existing road.

Waikerie-Kingston section: A 10-12ft. strip against the northern fence is being cleared for a survey line. The new road will be sited north of the existing road for most of the length except for the realignment of some curves and where the road will follow the existing road near Waikerie. Clearing for the new road will not be undertaken until the councils concerned commence construction on their respective sections and then only for a width necessary to accommodate the new formation. The existing 1½ chains of road reserve on the southern side of the three-chain reserve will remain untouched.

SALISBURY COURTHOUSE.

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

Leave granted.

The Hon. M. B. DAWKINS: Some time ago in the city of Elizabeth a courthouse was erected to cater for the needs of that area. At that time it was a good courthouse, adequate for the situation. However, with the unprecedented growth of Elizabeth and the consequent increase of work in that courthouse, it has now become overcrowded and at times is quite inadequate for the work needed to be done there. Because of this, I ask the Minister representing the Attorney-General whether the Government will further consider the case of the people of the city of Salisbury who wish to have in that area a courthouse, which would probably alleviate to some extent the overcrowding in the Elizabeth courthouse.

The Hon. A. J. SHARD: I will refer the question to my colleague, the Attorney-General, and obtain a reply for the honourable member as soon as practicable. I think there has been a deputation from people in the Salisbury district in connection with this matter but I am not *au fait* with the outcome of that deputation.

LEVEL CROSSINGS.

The Hon. Sir NORMAN JUDE: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. Sir NORMAN JUDE: About 18 months ago the former Government decided as a matter of policy that, because of the large number of accidents at level crossings, the

programme of introducing better safeguards at these crossings should be stepped up considerably. If I recall correctly, the Minister of Roads will have at his disposal the docket (if it has not been taken, as hinted in a report read in an earlier question) that will show that the number of crossings to be dealt with in 1964-65 was to be stepped up to 10 or 12 by an average of about two per annum. I am inclined to think that an additional two were listed, making the number 12 for that year. The Railways Commissioner pointed out that most of these problems were due to the increased road traffic and, therefore, he thought that the Highways Department rather than the Railways Department should bear the cost and Cabinet decided, therefore, that the Highways Department would meet these charges and that the Chief Engineer for Railways would undertake the necessary work, which involved a labour problem; there was only one gang available to do it.

Notwithstanding that, many level crossing fatalities still occur, and as £50,000 was made available in the Budget last year for expenditure by the Highways Department for this purpose, can the Minister of Roads say whether the programme was adhered to or completed for the year 1964-65 in regard to either 10 or 12 crossings and, if such was not the case, will the Minister see that a substantially similar type of programme is promulgated for 1965-66 or that it is increased, if possible, in view of the considerable increase in the number of level crossing accidents?

The Hon. S. C. BEVAN: I think it will be appreciated that at the moment I would not be able to give a full reply to the question. However, I will seek a report in relation to level crossings and supply an answer to the honourable member as soon as possible.

ROAD SIGNS.

The Hon. H. K. KEMP: About 12 months ago it was promised that road signs would be erected between Wellington and Tailem Bend to protect the tract of native pine adjacent to that road but this promise seems to have been overlooked. Can the Minister of Roads say when these signs will be erected? Have sufficient data been collected to indicate the value of the advisory speed signs between Nairne and Kanmantoo? Further, can he say whether it would be possible to have similar advisory signs attached to curves and danger signals when new ones are erected elsewhere and, in other cases, when replacements are made?

The Hon. S. C. BEVAN: I will obtain the information required by the honourable member and let him have it as soon as possible.

WIRABARA POLICE STATION.

The Hon. R. A. GEDDES: Has the Chief Secretary a reply to my question of June 17 regarding the Wirrabara police station?

The Hon. A. J. SHARD: Yes. Cabinet has approved the acceptance of a tender from Messrs. E. A. Gale & Sons for renovations to this station.

PORT AUGUSTA TO WOOMERA ROAD.

The Hon. Sir LYELL McEWIN: I ask leave to make a statement prior to asking a question.
Leave granted.

The Hon. Sir LYELL McEWIN: When on a Parliamentary visit to Woomera recently, a visit that I am sure was full of interest to all members, amongst local topics of conversation was the condition of the road between Port Augusta and Woomera, particularly after a rainy period. Some work has been done on the road at both the Woomera and Port Augusta ends. I understand that grants are made by both the Commonwealth and State Governments. In view of the greatly increased traffic, and because of the size of loads carried, will the Minister of Roads approach the Commonwealth Government for an increased grant with a view to sealing a further portion of the road each year, and completing the entire road within five years?

The Hon. S. C. BEVAN: The answer is simple. The question is whether I will approach the Commonwealth Government for an increased grant, and my answer is "Yes". Under the existing works programme an allocation has been made for further work on the main road from Port Augusta to Woomera. The honourable member also asked whether it would be possible to have the road completed within five years. I will certainly make representations to the Commonwealth Government for a greater grant than is being received at present.

TIMBER FOR CASES.

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

The Hon. M. B. DAWKINS: A month ago, in company with the Hon. Mr. Hart, I visited the Loxton area where we had the shortage of timber for cases brought to our notice. This matter was referred to by my colleague in this Council about a month ago. I have also

had representations with reference to small industrial enterprises in the Barossa Valley. Although small, those enterprises are capable of development and expansion, and there has been the query whether more timber can be made available, not only for cases but for other timber industries. Will the Minister representing the Minister of Forests inquire whether further supplies of logs can be made available through the Conservator of Forests so that the position of these industries may be eased?

The Hon. S. C. BEVAN: On June 29 the Hon. Mr. Hart asked a question that had more than just a bearing on this question. I suggest, as I have a reply to the question asked by Mr. Hart, that the honourable member awaits that answer.

The Hon. L. R. HART: In view of the statement made by the Minister, has he a reply to my question of June 29, which requested that he ask the Minister of Forests to have a survey made of the future requirements of the tomato and citrus industries in relation to the availability of timber in those industries for the purpose of making containers for the coming season?

The Hon. S. C. BEVAN: Yes. My colleague, the Minister of Forests, reports:

Tomato cases: The cases commonly used in this industry are mainly second grade, and have been supplied generally by recognized casemakers in the metropolitan area. The Woods and Forests Department supplies as much timber as it is able to these casemakers in an effort to augment their supplies from other sources, but does not deal direct with growers. Our supplies of this material are, however, strictly limited. The information I have undoubtedly suggests a shortage in the coming months, and it seems probable that, to overcome this, growers may have to use first quality boxes which the department may be able to supply (through casemakers) if adequate notice were given. Departmental production is scheduled well in advance in order that the sawmills can maintain a smooth production rate in relation to definite orders. It is, however, difficult to alter their scheduled commitments when last minute orders are received. Indeed, if supplies by the department are contemplated, it would certainly have to be done at some other primary industry's expense, which would, of course, merely create difficulties elsewhere.

Citrus cases: The department's outlet is mainly through the co-operative sheds, and as far as I am aware, except for the immediate present, where the demand exceeds the production rate, orders will be met. The estimate for export quality citrus cases for South Australia for 1965 is 650,000 cases. The department supplies about 900,000 citrus cases of export quality to South Australian buyers. It is desirable to maintain our present trading arrangement with the co-operative sheds, and inquiries by growers for citrus cases should therefore be directed to their local co-operative.

SOUTH AFRICAN DAISY.

The Hon. H. K. KEMP: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. H. K. KEMP: South African daisy is admitted by the Agriculture Department to be beyond practical eradication; it can be controlled only on small areas. About two years ago the effective control of an area of South African daisy by an insect parasite was brought to the notice of the department by Mr. Dick Cowling, of Norton Summit, but no apparent notice was taken of this. Later, this occurrence was inspected by an entomological authority of the Adelaide University. He said that it seemed probable that the insect responsible would not be suitable for wide-spread control of the daisy but that in his view the plant was suitable for biological control. Will the Minister of Local Government ask the Minister of Agriculture whether this matter has been referred to the university for examination, and, if it has not, whether it will be so referred?

The Hon. S. C. BEVAN: I will refer the question to my colleague and inform the honourable member as soon as possible.

PARKING.

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

Leave granted.

The Hon. L. R. HART: A recent press article highlighted the lack of parking facilities for nurses at the Royal Adelaide Hospital. There is also a considerable lack of parking facilities for scholars attending the trade school and for those attending adult education classes at the university, which are in this locality. Indeed, I believe that even university students have parking problems. As this question relates to several departments, it is directed to the Chief Secretary. Can he say whether the Government has considered making better parking facilities available in this area, bearing in mind that nurses come off duty late at night and that it is unwise that they should have to travel long distances to their cars, that many students attending the trade school come from remote country areas, that Frome Road is rather inaccessible, particularly after hours, and that it is necessary that they should be able to park in an adjacent area? Can he say whether the Government will consider making better parking facilities available for nurses and trade school students?

The Hon. A. J. SHARD: The question is in two parts, and each part has different merits. I know that the Government has taken some action in relation to parking for nurses at the Royal Adelaide Hospital, and I understand that a reply has been given in another place on this matter.

The Hon. Sir Lyell McEwin: Can't we have it here?

The Hon. A. J. SHARD: I was not asked the question previously. The question was asked in another place some weeks ago and the reply was given there. I have not got a copy of the reply. I agree that it is important that nurses and staff of the Royal Adelaide Hospital, who have to arrive before public transport commences or after it ceases, should have our sympathetic consideration. As I understand it, the position has been met in some way on a short-term basis. I will ask the Government to consider the position relating to students at the trade school, but I remind the honourable member that it is not the Government's responsibility to make parking facilities available for people who attend school when public transport is operating. That is a different matter. However, I will ascertain what the answer was relating to the nurses at the Royal Adelaide Hospital, and try to have the information for the honourable member tomorrow.

WATER CHARGES.

The Hon. R. C. DeGARIS: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. R. C. DeGARIS: Because of statements made before and during the last election campaign, there was an impression in the minds of some electors that the Government intended to equalize country and city water charges. Can the Chief Secretary, as Leader of the Government in this Chamber, say whether the Government intends to equalize water charges as between country and city users?

The Hon. A. J. SHARD: Much has been said recently about water charges and the use of water, but I am not *au fait* with the comparison of country and metropolitan rates. However, I will seek a reply from the Minister of Works and let the honourable member have it as soon as possible.

CORPORAL PUNISHMENT.

The Hon. F. J. POTTER: In view of the avowed attitude of the Government to the abolition of corporal punishment, as exemplified

by a Bill already before another place, can the Chief Secretary say whether the Government intends to repeal regulations 5 to 9 under Part XVII of the Education Act regulations dealing with the maintenance of discipline in schools?

The Hon. A. J. SHARD: As this affects policy, I ask the honourable member to put his question on notice.

JUSTICES OF THE PEACE.

The Hon. C. D. ROWE: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. C. D. ROWE: Several people, who have lodged nominations with the Attorney-General for appointment as justices of the peace, have asked me when their appointment is likely to be made or when recommendations will be made to His Excellency the Governor about appointments. I understand that certain inquiries are being made by the Attorney-General. I do not know whether he proposes to complete them before any appointments are made. My own home was telephoned a few days ago and it was asked whether I was a justice of the peace. Can the Minister representing the Attorney-General say whether it is contemplated that further appointments as justices of the peace will be made in the near future?

The Hon. A. J. SHARD: I will take up the question with the Attorney-General and get a reply as soon as possible.

UPPER MURRAY BRIDGE.

The Hon. C. R. STORY: Has the Minister of Roads a progress report on the investigations being carried out in connection with the proposed bridge over the river in the Upper Murray area?

The Hon. S. C. BEVAN: As I understand the question, it relates to a progress report on a bridge over the river in the Upper Murray area. At this stage the only progress report I can give is that investigations are currently being made and that some work is being carried out in relation to the building of a second bridge, at Kingston.

HOSPITAL COSTS.

The Hon. Sir LYELL McEWIN (on notice):

1. What is the daily average cost per occupied bed in Government general hospitals in South Australia?

2. What is the daily average cost per occupied bed in community hospitals which have received Government assistance?

3. What is the daily average cost per occupied bed in country subsidized hospitals under Part IV of the Hospitals Act?

4. What is the cost borne by taxpayers in each case?

The Hon. A. J. SHARD: The replies are:

Hospital.	Daily average cost per occupied bed (excluding capital and debt charges).			Cost borne by taxpayer including local government contribution under Part IV of Hospitals Act.*			Cost borne by taxpayer excluding local government rating contribution.*		
	£	s.	d.	£	s.	d.	£	s.	d.
Royal Adelaide, including Northfield and Magill wards and paraplegic unit, Morris Hospital	8	3	7	6	8	9	6	1	4
The Queen Elizabeth, including "Mareeba" children's annexe	7	13	9	—	†		3	13	4
Barmera	6	11	10	3	13	6	3	10	6
Mount Gambier	8	15	2	5	6	8	5	2	1
Port Augusta	5	19	0	3	2	9	3	0	8
Port Lincoln	8	0	5	4	15	4	4	10	8
Port Pirie	6	16	9	3	19	11	3	16	4
Wallaroo	7	0	6	4	7	4	3	19	7

* These figures disregard any Commonwealth assistance by way of hospital or pharmaceutical benefits.

† No rating for the Queen Elizabeth Hospital.

2. The only Government assistance to community hospitals in South Australia is by way of capital subsidies on buildings and equipment. There is no requirement for these hospitals to provide statistics or cost figures to the Hospitals Department and consequently the daily average cost per occupied bed in community hospitals is not known.

3. The daily average cost per occupied bed over all country subsidized hospitals (calculated by weighted daily average bed occupancy) is £4 4s. 8d. The daily average cost borne by the taxpayer, disregarding any Commonwealth assistance by way of hospital benefits, is £1 3s. 1d. per day, made up of 14s. 2.4d. per day account maintenance subsidy, 2s. 1.5d. per day account special subsidy in connection with P.M.S. pensioner patients in public wards, and 6s. 9.1d. per day account rating contributions received under Part IV of the Hospitals Act.

4. See 1 and 3 above.

All figures relate to the financial year ended June 30, 1964.

STAMP DUTIES AND MOTOR VEHICLES.

The Hon. Sir LYELL McEWIN (on notice): In view of the opposition expressed by the Chief Secretary on behalf of the Labor Party to the Statutes Amendment (Stamp Duties and Motor Vehicles) Bill last session, is it the intention of the Government to repeal or reduce the financial obligations imposed under the Act this session?

The Hon. A. J. SHARD: This matter will be considered at the appropriate time.

PUBLIC WORKS COMMITTEE REPORTS.

The PRESIDENT laid on the table the following reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Strathmont Hospital and Training Centre,
Elanora Hospital and Training Centre,
Whyalla West Technical High School,
Chandlers Hill to Heathfield Trunk Water Main,
Augmentation of Water Supply in the Salisbury-Parafield-Para Hills Area.

JOINT COMMITTEE ON CONSOLIDATION BILLS.

A message was received from the House of Assembly requesting the concurrence of the Legislative Council in the appointment of a Joint Committee on Consolidation Bills.

The Hon. A. J. SHARD (Chief Secretary) moved:

That the Assembly's request be agreed to and that the three members of the Legislative Council be appointed by ballot, two of whom shall form the quorum of Council members

necessary to be present at all sittings of the committee.

Motion carried.

A ballot having been held, the Hons. Sir Lyell McEwin, Sir Arthur Rymill and A. J. Shard were declared elected.

JOINT COMMITTEE ON SUBORDINATE LEGISLATION.

The House of Assembly intimated that it had appointed Mr. R. E. Hurst to be one of its representatives on the Joint Committee on Subordinate Legislation in place of Mr. A. R. Burdon.

LOTTERY AND GAMING ACT AMENDMENT BILL.

Read a third time and passed.

PHYSIOTHERAPISTS ACT AMENDMENT BILL.

Read a third time and passed.

PISTOL LICENCE ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from June 29. Page 566.)

The Hon. R. C. DeGARIS (Southern): This Bill is a simple one, having only four clauses. During October, 1963, the previous Government introduced a Bill to amend the Pistol Licence Act. It was passed by the Legislative Council but subsequently lapsed in the House of Assembly. That Bill contained several other matters as well as raising the licence fee for registering pistols. It lapsed in the House of Assembly because there were certain difficulties in the legislation regarding pistol club operations, especially relating to interstate shooters competing at South Australian pistol club meetings.

I commend to the Government's attention a section of the 1963 Bill relating to banks or security services. That section permitted such organizations to hold a pistol licence that could be used by any authorized person employed by them. I consider that this would be of advantage, as it is obvious that any such organization could have a person in its employ who possessed a pistol licence but who might not be available when required at a certain time. If the pistol licence were issued in the name of the organization, then the organization could authorize any of its employees to use that pistol in the course of duty. When the previous Bill was before the Council in 1963 the late Hon. Mr. Bardolph made a second reading speech that makes interesting reading

now. That Bill raised the licence fee from 2s. 6d. to 10s. and the present Bill raises it from 2s. 6d. to £1. The Hon. Mr. Bardolph said:

The fee for a pistol licence has risen from 2s. 6d. to 10s. and for an interstate visitor the licence is now 5s. I mentioned when speaking on another measure yesterday that it is becoming a fetish with this Government—I presume it needs the revenue—that wherever there is an opportunity to increase fees or taxes it takes every opportunity to do so.

The present Bill, of course, takes the fee to £1. I am not opposing the increase, but evidently there has been a fair amount of inflation during the period 1963 to 1965.

The Hon. Sir Lyell McEwin: Things that are different are not the same!

The Hon. R. C. DeGARIS: There is a French saying along those lines. I am sure the Hon. Mrs. Cooper is familiar with it and possibly would be prepared to tell me afterwards just what that saying is. A matter that does concern me regarding this Bill is a difficulty that it places on pistol clubs operating in South Australia and also on the members of those clubs. Pistol shooting is one of the most rapidly growing sports in South Australia, and possibly in Australia. Since the war, with the migration of many new citizens to this country from other countries where pistol shooting is far more popular than it has been in Australia, there has been a rapid increase in the number of members of pistol clubs. I believe that there are about 30 such clubs affiliated with the South Australian Revolver and Pistol Association. Those clubs supply and own their own pistols, sometimes 10 or 20 of them. Such a club would be forced to pay an annual licence fee of approximately £20. I consider that a fee of £1 for each pistol in such an instance would be a burden on these clubs. In pistol shooting there are various events—centre fire, rapid fire and free pistols—and members have pistols for each of these events. Many of the topline pistol shooters in South Australia have as many as 10 pistols, and I believe that having to pay £1 for each of these will be a burden on those taking part in this sport. Most shooters have four.

Since the last war South Australia has produced, I think, five shooters of international standard who have represented this country not only in the Olympic Games but in other international shooting contests. Certain care is taken when people seek to join pistol clubs. Every person is screened first by the club, then by the South Australian Revolver and Pistol

Association and finally by the Police Department. Some who have attempted to join pistol clubs have not been able to pass the screening.

I know of the operation of pistol clubs, and particularly those in the South-East, where there are three—at Mount Gambier, Millicent and Naracoorte. They have done an excellent job in providing amenities. I have known as many as 100 people visiting the range at Millicent at weekends, and included in this number are people who have come from other States to compete. When this Bill is in Committee I will move to amend clause 3 to provide that *bona fide* pistol clubs affiliated with the South Australian Revolver and Pistol Association and all members of such clubs shall be required to pay for the registration of all pistols in excess of one at the rate of 2s. 6d. each. As the Chief Secretary pointed out in his second reading explanation, fees have not been increased since 1929, so I think an increase is justified, but I do not think any financial burden should be placed on pistol clubs or people who belong to them and own several pistols to enable them to compete in different events. I support the second reading.

The Hon. C. C. D. OCTOMAN (Northern): I will support the amendment to be moved by the Hon. Mr. DeGaris in respect of pistol clubs and persons affected by this measure. As Mr. DeGaris has said, pistol shooting is becoming popular throughout South Australia. On Eyre Peninsula alone there are 11 pistol clubs, and one or two others are in the process of being formed. The South Australian Revolver and Pistol Association is the "parent body of these clubs, and there are now 30 affiliated clubs in this State with over 1,000 members, so it will be seen that the sport is gaining rapidly in popularity. Club membership fees are not high; usually they are about £2 10s., of which £1 is paid to the parent association for its administration of the various clubs.

Mr. DeGaris said that many club members owned more than one pistol. These pistols cost them a considerable sum. However, in view of the various events in which they compete, it is necessary to have .22 and .38 calibre pistols, and sometimes more than one of each of these calibres for various events, such as rapid fire and centre fire events. I think that most members of the 11 clubs on Eyre Peninsula own three or four pistols on an average; some own more.

As Mr. DeGaris said, clubs have pistols for members who do not possess their own. It is a feature of these clubs that intending members who cannot perhaps afford to buy pistols

may use pistols owned by the clubs. Therefore, nobody is debarred because of financial need from participating in this sport. In introducing this measure, the Chief Secretary mentioned the administrative cost involved in issuing pistol licences. I agree that the fee for licensing the first pistol should be £1 to help cover increased administration costs, but I think something could be done to reduce administration costs to some degree by issuing a licence on one form for all pistols owned by one person. Each licence is now issued on a separate form, and this necessitates much laborious work by the officers who issue these licences.

Pistol clubs are performing a valuable function for young people in this State and, in view of the popularity of the sport, they will perform an even greater function in future. I consider that a heavy increase in licence fees will seriously affect many members and may even keep some people from joining pistol clubs. I will therefore support the amendment foreshadowed by Mr. DeGaris.

The Hon. Sir NORMAN JUDE secured the adjournment of the debate.

ASSOCIATIONS INCORPORATION ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from June 29. Page 566.)

The Hon. F. J. POTTER (Central No. 2): This is a brief Bill that should not delay the Council for any great length of time. The explanation given by the Chief Secretary in

introducing the Bill seemed to me to be complete in every respect. The measure deals with an anomaly that exists in that the sections of the Associations Incorporation Act relating to the use of names is not on all fours with the Companies Act and the legislation dealing with the registration of business names. The example given by the Chief Secretary was indicative of the difficulties with which a particular association was faced. I think it is correct and proper that some discretion should be given to the Attorney-General, who administers this legislation, to give permission for the use of a certain name, which might be undesirable in some circumstances, to be used wherever he thinks it proper. The words generally regarded as undesirable for corporations to use are "Royal", "Commonwealth", or any word that would tend to indicate to members of the public that the particular association or company concerned was in some way or other subject to royal patronage or had received the blessing of either the State or the Commonwealth Government. It is desirable that the use of these words be restricted. It is restricted in the case of companies and firms using business names. This Act should be brought into line with the other two Acts. Therefore, I support the Bill.

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

ADJOURNMENT.

At 3.28 p.m. the Council adjourned until Wednesday, July 28, at 2.15 p.m.