

LEGISLATIVE COUNCIL

Tuesday, September 14, 1965.

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

ASSENT TO BILLS.

His Excellency the Governor, by message, intimated his assent to the following Bills:
Supply (No. 2),
Electoral Act Amendment,
Petroleum Products Subsidy.

QUESTIONS**NORTH 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: Recently, I noticed that one section in particular of the North Road was showing signs of breaking up for several miles south of the Horrocks Memorial Cairn where the road branches to Narridy, Crystal Brook and Port Pirie. The shoulders of the road are being renovated at present. Will the Minister of Roads supply me with information about whether the recoating or surfacing of that stretch of roadway is contemplated in this year's roads programme?

The Hon. S. C. BEVAN: A sum of money is set aside in the schedule of roadwork for this financial year. However, I do not know the amount or where it is expected that the work will be carried out. I shall have inquiries made in regard to the portion of the road that the Leader has mentioned and let him have the information as soon as possible.

TOMATO CASES.

The Hon. L. R. HART: Has the Minister of Local Government, representing the Minister of Agriculture, a reply to the question I asked on August 18, regarding alternative containers for tomatoes?

The Hon. S. C. BEVAN: Yes. My colleague, the Minister of Agriculture, informs me that the Agriculture Department has not conducted any transport trials of tomatoes in cartons to Melbourne, but an evaluation of the flat half standard bushel carton has been made locally. From the results of this work, this container is considered suitable for export to Melbourne. The Fruitgrowers' and Market Gardeners' Association has informed the department that it has had satisfactory reports on cartons already sent to Melbourne. Cost is

the main deterrent to the use of cartons—3s. 3d., as against 2s. 7d. for the wooden half bushel case for quantities up to 5,000.

ROSEWORTHY AGRICULTURAL COLLEGE ROAD.

The Hon. M. B. DAWKINS: Has the Minister representing the Minister of Agriculture a reply to the question I asked on August 18 regarding the access road to Roseworthy College?

The Hon. S. C. BEVAN: My colleague the Minister of Agriculture informs me that internal roads on the college property, and particularly around the main college buildings and farm section, are not in as good condition as they should be. The Principal asked for bitumen treatment of the college entrance road over three years ago, but this was put aside for more urgent expenditure on student quarters. It is desirable that the main internal roads be sealed as soon as funds can be made available for this without upsetting the building plans already in hand.

NURSES.

The Hon. Sir LYELL McEWIN: Has the Minister of Health a report that he promised to obtain regarding an article that appeared in the *Sunday Mail* of August 14 concerning the shortage of nurses in country hospitals?

The Hon. A. J. SHARD: Yes. The Chairman of the Nurses Board of South Australia reports as follows:

The report appearing in the *Sunday Mail* of August 14, 1965, concerning the shortage of nurses was discussed at a recent meeting of the Nurses Board and it was decided to report as follows:

Shortage of nurses:

Trainees, country hospitals: Although many subsidized hospitals have a full staff of trainee nurses other hospitals have difficulty in recruiting sufficient trainees. Trainees, metropolitan area hospitals: most training schools have a waiting list for trainees. Trained staff, country hospitals: the chief shortage at these hospitals is trained staff. Trained staff, metropolitan area hospitals: at the Royal Adelaide Hospital there are at present 41 vacancies, and at the Queen Elizabeth Hospital 26 vacancies.

The engagement of staff is the responsibility of individual hospitals. The country subsidized hospitals are autonomous and have the right to engage and dismiss staff. The staff matron of the Hospitals Department encourages trainees and trained staff to fill vacancies at country hospitals. The department has no power to direct or order any nurse to any particular hospital. If a direction was enforced it is considered that it would result in at least

60 per cent decline in applications for nursing. (I personally will always oppose any forced direction of nursing staff to particular hospitals.) The basis of shortage of nurses in the country hospitals is that so many girls do not wish to go to the country nor do their parents wish them to go to these hospitals.

Salaries paid to nurses: The method of fixing salaries for nursing staff at Government hospitals is by an industrial agreement between the Minister of Labour and Industry and the Public Service Association. For country subsidized hospitals, the South Australian Hospitals Association prepares a schedule of recommendations based on rates in the above industrial agreement.

Use of part-time trained staff: It is the practice in many Government and Government-subsidized hospitals in the country as well as in many private hospitals in Adelaide to engage trained staff (often married women) on a part-time basis to help relieve any shortage of full-time staff. This arrangement has worked very well (particularly for midwifery purposes) to the advantage of both hospital and staff.

New graduates: The number of new graduates has increased each year from 215 in 1955 to about 400 in 1965. The yearly average for the last five years is 360. Some trained staff travel overseas, but it is considered that 95 per cent of these return to Australia, but, of course, many overseas trained nurses come to this State and obtain employment in our hospitals.

CUMMINS TO TUMBY BAY ROAD.

The Hon. C. C. D. OCTOMAN: On August 31 I asked the Minister of Roads a question about the sealing of the Cummins to Tumby Bay road. Has he a reply?

The Hon. S. C. BEVAN: Yes. The planned expenditure on this section of the road during 1965-66 is about £15,000. Thereafter it is planned to step up the rate of expenditure substantially over succeeding years with a view to completing the sealing in about 1970. The completion of sealing will require an expenditure of about £350,000.

POLITICAL COMMENTARY.

The Hon. Sir ARTHUR RYMILL: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. Sir ARTHUR RYMILL: In last Saturday morning's *Advertiser*, under the heading "Political Commentary", supplied by the Australian Labor Party, was a report of a statement by that Party, which said, among other things:

A news report says that a "Joint Standing Committee on State Policy" should be formed. That is, from the Liberal and Country League Conference. The article continued:

It would consist of three members of the House of Assembly, three from the Legislative Council, one Federal Parliamentarian, the President of the Liberal and Country League and six vice-presidents. "... one of the main objects of the committee would be to achieve a more practical approach to the formulation of L.C.L. policy and the handling of policy in Parliament." This surely shows that the long-vaunted claim of our opponents (made often in the accompanying column) of the freedom of the L.C.L. member of Parliament to do what he chooses does not any longer suit the L.C.L. hierarchy or its general membership. I think the Chief Secretary will accept my statement that the following is portion of the resolution passed at that conference:

The Joint Standing Committee on State Policy shall have power to make suggestions, but shall have no power to make any decisions affecting the function or rights or legislative capacity of the State Parliamentary Party or its members.

I would in fairness emphasize that the writer of the article said "A news report says", but, of course, he read further things into it than were in the news report. In view of what I have said, will the Chief Secretary agree that the statement in the A.L.P. column is completely incorrect and the accusation entirely unfounded?

The Hon. A. J. SHARD: I am not prepared to make such a statement. When I first became Chief Secretary and Minister of Health, I had a lot worse statements than that. I think it is political comment. I was not responsible for the article. If it is good enough to throw stones it is good enough if one comes back in return.

SCHOOL BUS SIGNS.

The Hon. R. A. GEDDES: Has the Minister of Transport a reply to the question I asked on September 1 regarding school bus signs?

The Hon. A. F. KNEEBCONE: The Road Traffic Act, section 49 (1) (b), provides that a person shall not drive a vehicle at a greater speed than 15 miles an hour while passing a school omnibus which is stationary on a road apparently for the purpose of permitting children to board or alight. A "school omnibus" is defined in the Act as a vehicle bearing signs on the front and rear thereof containing in clear letters at least 4in. high the words "school bus". Paragraph 5 of the Conditions of Contract for school bus services states:—

School bus bodies shall bear the words "Caution—School bus" in distinctive letters (black on yellow background) at least 4in. high, on detachable signs placed conspicuously on both the front and rear of the body, such signs to be used only while the bus is conveying children to and from school, and shall be equipped with an efficient fire extinguisher.

The varying types of vehicle used by contractors to convey children to school make the standardizing of the size of signs and of the positioning of them impracticable. However; the Education Department school bus examiners, while inspecting vehicles to ensure that they meet its requirements in all respects, also check that school bus signs are suitable. Expensive signwriting is not insisted on, but the sign must be visible and legible at a reasonable distance. The department certainly insists that the letters be at least 4in. high to comply with the Road Traffic Act. In some areas, *i.e.*, large country towns and the metropolitan area, private bus operators provide school buses for children who pay fares. As these vehicles are not under the control of the department no action can be taken regarding the use of school bus signs on them.

SOLDIER SETTLEMENT.

The Hon. C. R. STORY: Has the Minister representing the Minister of Irrigation a reply to the question I asked on August 31 about war service land settlement?

The Hon. S. C. BEVAN: My colleague, the Minister of Irrigation, states that whenever a war service holding reverts to the Crown all the circumstances are canvassed by Commonwealth and State officers. In this present instance both authorities are in full agreement that this property should be offered for sale. My colleague sees no reason to depart from this decision.

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

The Hon. C. R. STORY: I direct my question to the Minister representing the Minister of Irrigation. I have had two replies from the Minister recently with regard to war service land settlement and the settling of 28 persons who have been classified as fit for settlement but up to the present have not been settled satisfactorily. As the replies I have received do not appear to cover the information I seek, I now ask whether it is Government policy not to settle any further settlers on irrigation land.

The Hon. S. C. BEVAN: As the honourable member has asked whether it is Government policy, I ask him to put the question on notice.

YORKE PENINSULA WATER SUPPLY.

The Hon. M. B. DAWKINS: Has the Minister of Mines a reply to the question I asked on August 25 regarding water supplies on the southern end of Yorke Peninsula and

the possible extension of those supplies with underground water?

The Hon. S. C. BEVAN: The Department of Mines has undertaken extensive investigations of possible underground water sources on southern Yorke Peninsula. The most promising discovery has been a basin in the Hundred of Carribie, in which individual bores have yielded as much as 50,000 gallons an hour. Systematic pump testing is being undertaken to determine the safe yield from the basin, and it is expected that investigations will be complete before the end of 1965.

ANGLE VALE BRIDGE.

The Hon. M. B. DAWKINS: Has the Minister of Local Government a reply to the question I asked on August 31 about a new bridge to be built at Angle Vale, when I inquired about the approximate date of commencement and completion of the project?

The Hon. S. C. BEVAN: Yes. Tenders have been called for the construction of the bridge at Angle Vale, and the tender submitted by A. W. Baulderstone Ltd. was accepted on August 18, 1965. The contract provides for work to be commenced by September 18, 1965, and completed by February 16, 1966.

COBDOGLA SCHOOL.

The Hon. Sir LYELL McEWIN: Has the Minister of Roads an answer to my question of August 31 about the survey of a new road approaching the proposed Kingston bridge from Barmera?

The Hon. S. C. BEVAN: Yes. The pegged line that occurs in the vicinity of the Cobdogla School is a tentative survey line only. The full implications of locating the road in this position will be investigated in detail in order that a submission can be made to the Public Works Committee in the near future. The points raised by the honorary secretary of the Cobdogla School Committee will be considered when finalizing the position of the road.

PREFERENCE TO UNIONISTS.

The Hon. R. A. GEDDES (on notice): Is it possible, under the Industrial Instruction No. 118, issued by the Public Service Commissioner, which states that preference should be given to unionists in engagement for Government jobs, that a Communist who belongs to a union could be given a job in preference to a returned soldier who does not belong to a union or association?

The Hon. A. J. SHARD: In 1943 the South Australian Parliament passed the War Service (Preference in Employment) Act (No.

38/1943) providing for preference in employment for members of a fighting force. Section 52a was inserted in the Public Service Act at the same time and gives preference within the Public Service. The State legislation was subsequently held to be in conflict with the Commonwealth Re-establishment and Employment Act, which also provided preference for ex-servicemen, and in accordance with the Constitution the Commonwealth legislation prevailed. However, in 1959 the Commonwealth legislation was held to be no longer valid and the Crown Solicitor advised that the State legislation (which had not been repealed) again came into operation. Industrial Instruction No. 118 is an expression of Government policy and, as such, would only apply where it was not inconsistent with the law. The answer to the above question is, therefore, "No."

AUDITOR-GENERAL'S REPORT.

The PRESIDENT laid on the table the Auditor-General's Report for the financial year ended June 30, 1965.

BUILDING ACT AMENDMENT BILL.

The Hon. S. C. BEVAN (Minister of Local Government) obtained leave and introduced a Bill for an Act to amend the Building Act, 1923-1964. Read a first time.

The Hon. S. C. BEVAN: I move:

That this Bill be now read a second time.

It amends the Building Act 1923-1964, to provide that building inspectors should be required to possess a certificate of competency before being permitted to carry out their duties with councils. The Local Government Officers Association is seeking such legislation since it is considered desirable that council officers should hold some qualifications if they are engaged in work where specialist knowledge is required. In many instances it should be mentioned that in this connection a council does not employ a full-time building surveyor but engages a part-time consultant to do the work. The result is that the greater part of the administration is left to a building inspector. Further, it is to be observed that clerks, engineers, building surveyors, overseers and health inspectors are required to hold certificates of competency and it is felt that building inspectors should likewise have such certificates.

The Government accepts the recommendation of the Local Government Officers Association that building inspectors should be properly qualified and hold certificates of competency.

The amendment proposed accordingly extends the regulation-making power given under section 83 (1) (j) of the Building Act so as to include building inspectors. This paragraph enables regulations to be made prescribing qualifications for building surveyors. The examining body for building inspectors will, it is proposed, be the same body as for building surveyors. The amendment also ensures continuity of employment for building inspectors employed by councils who may not have the necessary qualification at the time the regulations come into force. Clause 3 gives effect to these proposals. I commend the Bill for the consideration of members.

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

REGISTRATION OF DOGS ACT AMENDMENT BILL.

The Hon. S. C. BEVAN (Minister of Local Government) obtained leave and introduced a Bill for an Act to amend the Registration of Dogs Act, 1924-1957. Read a first time.

The Hon. S. C. BEVAN: I move:

That this Bill be now read a second time.

It deals with two separate matters. The first is the position of Aborigines under the principal Act which, by section 36, entitles every full-blooded Aboriginal to keep two, but not more, unregistered dogs. As honourable members know, it is policy of the Government that there shall be no discrimination between Aborigines and other members of the community and it follows that Aborigines should not be in a privileged position in matters such as this. Accordingly, clause 3 of the Bill amends section 36 by providing that only until June 30, 1966, Aborigines may keep two unregistered dogs. After that date such dogs will require registration.

The other clauses, introduced on the recommendation of the Local Government Advisory Committee, increase certain fees fixed some time ago and now considered to be too low. Clause 4 increases the fee for late registration from 5s. to 10s. Additionally, it makes a drafting alteration in the Second Schedule to make it clear when the increased fee becomes payable. The present wording appears to have given rise to some doubts. Clause 5 raises the fees payable by an owner of a stray dog that has been seized. The fees payable by the owner when he claims the dog are raised from 5s. to 10s. for the first period of 24 hours after seizure and for subsequent periods of 24 hours from 1s. to 3s. I commend the Bill to honourable members.

The Hon. R. A. GEDDES secured the adjournment of the debate.

ALSATIAN DOGS ACT AMENDMENT BILL.

The Hon. S. C. BEVAN (Minister of Local Government) obtained leave and introduced a Bill for an Act to amend the Alsatian Dogs Act, 1934-1949. Read a first time.

The Hon. S. C. BEVAN: I move:

That this Bill be now read a second time.

Its object is to provide that the fee payable for the registration of an Alsatian dog (which is fixed at £2) shall be increased by 10s. if not paid within 21 days of the due date of registration. Some years ago provision was made in the Registration of Dogs Act for a late registration fee, but no corresponding amendment was made to the Alsatian Dogs Act. Clause 3 of the Bill makes the required amendment, the amount of the fee being the same as that proposed in another Bill before Parliament relating to dogs other than Alsatians.

The Hon. M. B. DAWKINS secured the adjournment of the debate.

SOUTH AUSTRALIAN RAILWAYS COMMISSIONER'S ACT AMENDMENT BILL.

The Hon. A. F. KNEEBONE (Minister of Transport) obtained leave and introduced a Bill for an Act to amend the South Australian Railways Commissioner's Act, 1936-1957. Read a first time.

The Hon. A. F. KNEEBONE: I move:

That this Bill be now read a second time.

Its object is twofold. Clause 4 inserts into the principal Act a new section 95a, which will empower the Minister to request the Commissioner at any time to propose in writing a scheme for effecting an increase of income or a decrease of expenditure, or for carrying out any matter of general policy. If the Minister approves of the scheme he may direct the Commissioner to carry it out. If he does not approve of the scheme he is empowered to transmit to the Commissioner a proposition of his own.

Under the Act as it now stands, section 95 leaves the carriage and conveyance of passengers and goods to the discretion of the Commissioner. He may use any particular railway line as he thinks fit, and the frequency of services is a matter for him to determine. While the Government does not suggest that every minor alteration to a railway schedule should be the responsibility of any one other than the Commissioner, it does consider that the Minister

in charge of railways should have some powers in this respect. New section 95a (which is based upon a similar provision in the Commonwealth and Victorian Acts) so provides.

The other matter is dealt with in clauses 5, 6 and 3. Under the present Act the fares and charges for the carriage of passengers and goods are prescribed by by-laws made by the Commissioner under section 133. While such by-laws are subject to confirmation by the Governor and disallowance by Parliament, the initiation of by-laws in respect of fares and freights lies with the Commissioner and, if the Government desired any increase or decrease in fares or rates, it could do nothing unless the Commissioner decided to act. The Government considers that the matter of fares and freight rates should be the prerogative of the Government and not of the Commissioner. Clause 5 accordingly provides for the Governor to make regulations fixing such fares and freight rates, and clause 6 removes this power from the powers of the Commissioner to make by-laws.

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

NURSES REGISTRATION ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from September 1. Page 1372.)

The Hon. G. J. GILFILLAN (Northern): It is of much interest that we have this Bill before us so shortly after the disallowance by this Council of a regulation made under the principal Act. This move caused much comment amongst members of the public and in the press. This Bill refers specifically to the composition of the Nurses Registration Board, and amends the Act to add two new members to that board. I referred to *Hansard* of previous years to ascertain the original purpose for which the board was formed, and I was interested to see the importance that the Minister who introduced the original legislation in 1920 attached to the staffing of country hospitals. On November 2, 1920, the Nurses Registration Bill was introduced by the then Chief Secretary (Hon. J. G. Bice), who explained at some length the difficulties encountered in staffing hospitals in country areas. He said:

The result is that it has become increasingly difficult to obtain sufficient probationary nurses in country institutions, and the remedying of this state of affairs is one of the main purposes of the Bill. The Bill proposes to do this in two ways. The first is to have these country institutions approved as part-time training schools, where a probationer may

serve part of her period of training or part of the curriculum of the course, and to have such part recognized by the examining authorities as a sufficient substitute for part of the prescribed course or curriculum of training. The second provision is to require, whenever any appointment as a nurse, mental nurse, midwife, or probationer nurse is to be made in a Government institution or in any institution in receipt of State aid, that preference shall be given to a person who has had part of her training in a part-time training school, or who has served in a country hospital.

I followed through the numerous amendments made since the introduction of the original legislation, and it was interesting to see that most of these amendments were introduced to facilitate and encourage the training of nurses. The shortage of trainee nurses is not new in this State; apparently it has been with us, particularly in country areas, almost as long as we have had hospitals. At present, when women are taking a greater part in many other occupations, this shortage is being aggravated. The Act was amended in 1949 to enable a system of training nurse aides to be introduced. This has to some extent overcome the problems associated with the staffing of country hospitals, but only in a comparatively minor way, because many girls like to take the longer trainee nurse's course and qualify for a career in nursing.

In 1949 an interesting amendment was made when a Bill was introduced to enable the board to conduct such supplementary examinations as it deemed necessary so that a person trained in another country could be registered in this State. I believe a similar move was made in Victoria at about the same time. The Hon. A. L. McEwin, the then Minister of Health, concluded his second reading speech on that measure on November 10, 1949, with these words:

The Bill will not in any way lower the existing standards of training; and at the same time will tend to relieve the shortage of nurses.

This further shows that there has been a continuing move throughout the years to try to overcome the problem of finding sufficient staff for our hospitals, both country and metropolitan.

I come now to the present day, when we have before us this amending Bill dealing with the composition of the Nurses Registration Board. It is obvious from statements made in the press recently that the function of the board has changed over the years. Originally its main purpose was to ensure the staffing of hospitals and in this way to ensure the success of our State's medical services. Over the years many other duties have fallen to the

board, particularly as a result of our immigration policy, which has brought migrants here from many countries. These migrants have perhaps different qualifications from those obtaining in South Australia. It has been the function of the board to conduct examinations and, where desirable, to enrol these people as registered nurses in South Australia. It appears that the board is becoming more and more a professional one, and its composition at present is a nominee of the Minister (who, as chairman, has a casting as well as a deliberative vote); a nominee from the Royal British Nursing Association; two members from the Royal Australian Nursing Federation (South Australian Branch); one from the South Australian Branch of the Australian Medical Association and two from the South Australian Hospitals Association. The board has only one layman at present, and that member is the Secretary of the South Australian Hospitals Association whose other nominee is a medical man.

I turn now to that part of the Bill dealing with the future of this board, whether in its existing form or as proposed by this amendment. From discussions that have taken place recently about the Nurses Board regulations it seems that there is a great difference of opinion between the professional man and the lay person regarding the practical administration of hospitals, particularly in country areas. Most members are aware of the criticisms that have been made of this Council and the Subordinate Legislation Committee for their part in the disallowance of the regulations. I am sure that members are aware that the Subordinate Legislation Committee, in arriving at this conclusion, took voluminous evidence and made extensive inquiries; therefore, their decision for disallowance was a well-considered and deliberate one.

The Hon. A. J. Shard: I understand that it was also a unanimous decision.

The Hon. G. J. GILFILLAN: Yes, it was a unanimous decision and members took the opportunity of acquainting themselves with the position of nursing recruitment throughout South Australia, together with the present conditions in our hospitals and the standard of our medical services. The professional attitude does differ from that of the people responsible for the administration of our hospitals. At a recent meeting of the South Australian Hospitals Association a certain resolution was passed. This meeting was the 46th annual conference of that association and delegates present represented 50 hospitals. The meeting was held on Wednesday last, September

9, and I am reliably-informed that the following resolution was passed with an overwhelming, almost a unanimous, vote:

This meeting is of the opinion that the disallowance of the new nursing regulations is in the best interests of country subsidized hospitals and the nursing profession in general and is grateful for the wise action of the Legislative Council. We appreciate the great amount of work done by the Joint Committee on Subordinate Legislation and congratulate them on a very comprehensive report.

As I have said, this organization represents 50 hospitals and covers an extensive section of South Australia. It was not just a resolution passed by a minor group or a group of small hospitals, as has been implied on one or two occasions recently. I believe that we have reached a stage where serious consideration must be given to the future of the nursing profession in South Australia. I believe that all members who supported the disallowance of the regulation agreed that the principle behind it was right, but that the time was not opportune to implement it.

This brings me back to the composition of the board and the differing views of the professional members and the administrators of hospitals. I recommend to the Government that a committee at the highest level be set up to go into this question to try to reconcile the differing views and work out a practical approach to this question of the shortage of trained and untrained staff in our hospitals. At the present time the staff consists of nursing aides, trainee nurses and trained staff. I believe that we could have our nursing aides and trainee staff with somewhere near the same primal qualification as we have now, and then make provision for those girls—not a large percentage of the total—who wish to make nursing a career to take a post-graduate course so that they may pursue their studies and fit themselves for that career. Here we have young people who have proved themselves in their particular field who would be prepared to go on and become career nurses. We have a college of nursing in Australia catering for a variety of diploma courses including nursing administration, tutor sister, midwifery tutor, ward sister and so on. I believe that this is a point that could be seriously considered by the Government in trying to overcome the problem that appears to be becoming steadily worse in staffing our hospitals.

Returning to the Bill, clause 4 is the relevant one as far as the composition of the Nurses Registration Board is concerned. Other clauses deal with the registration of mental and

psychiatric nurses. It appears to me that clause 6 is fair in that young women who have qualified themselves according to the certificate presented to them before April 2 of last year should be able to practise within the meaning of that certificate. I query clause 4, which extends the number of members of the Nurses Registration Board from seven to nine. I believe that it will decrease even further the proportion of representation on this board held both by the Royal Australian Nursing Federation and by the South Australian Hospitals Association. It is proposed that two shall be nominated by the Minister, one of whom shall be a member of the Mental Health Services of the State. We have a number of mental deficiency and psychiatric nurses in South Australia but we also have many other branches of the nursing profession with no individual representation on this board. They are represented through the Royal Australian Nursing Federation, a professional organization. It appears to me that we are singling out one particular branch of the nursing profession above all others for representation. The representation of the Royal Australian Nursing Federation is general, covering all aspects of the nursing profession. If we are to increase the size of this board at all, we should perhaps bring in another representative of the South Australian Hospitals Association, which covers the practical management of our health services throughout most of the State.

In the second proposal, one member shall be nominated by the Australian Government Workers Association, which again introduces another factor, in that we have here an organization that is affiliated to the trade union movement, thus getting right away from the existing professional organization representation. I fully realize that the mental deficiency and psychiatric nurses are members of this association, but I am not happy about introducing into the Nurses Registration Board this new factor of a representative from an industrial union.

The Hon. A. J. Shard: What is the difference between that union and the Royal Australian Nursing Federation, which is an industrial body? They are both identical in that regard.

The Hon. G. J. GILFILLAN: I understand that the Royal Australian Nursing Federation is a professional association with no affiliation to the trade union movement.

The Hon. A. J. Shard: Yes, but it looks after the industrial conditions of nurses.

The Hon. F. J. Potter: Not of all nurses.

The PRESIDENT: Order!

The Hon. G. J. GILFILLAN: If that is so, I can see less reason for bringing these other people on to the board.

The Hon. A. J. Shard: It does not look after the psychiatric nurses in the matter of wages and conditions.

The PRESIDENT: Order!

The Hon. G. J. GILFILLAN: I understand that the psychiatric nurses are represented by the Royal Australian Nursing Federation, although they may also be members of the Australian Government Workers Association. Following the recent direction about preference to unionists in the Public Service, the implication of introducing this representation into the Nurses Registration Board is something I do not particularly like. I understand that this amendment to alter the composition of the board has been brought forward without any official approach to the board to obtain its opinion. It may be that the Chairman has been consulted personally but I understand that the board itself has not been approached on this amendment, which is designed actually to alter not only the composition of the board but also the balance of representation on the board.

The Hon. Sir Lyell McEwin: I think the Minister said that the board recommended it.

The Hon. G. J. GILFILLAN: I had that impression too but, on checking the second reading explanation, I could find no reference to it.

The Hon. A. J. Shard: No.

The Hon. G. J. GILFILLAN: I had that impression; it may have been in relation to something else.

The Hon. A. J. Shard: I said it was done at the request of the Australian Government Workers Association; I never said that the board recommended it.

The Hon. G. J. GILFILLAN: I indicate my general support for the Bill but will question clause 4 in Committee.

The Hon. JESSIE COOPER secured the adjournment of the debate.

PUBLIC PURPOSES LOAN BILL.

Adjourned debate on second reading.

(Continued from September 1. Page 1377.)

The Hon. C. R. STORY (Midland): I rise to speak to this measure, which has been explained in great detail by the Minister who introduced it in this Chamber. I was interested in the opening remarks of the Financial Statement:

The Government in its first Loan Budget has had to face and overcome several serious financial disabilities.

I think that this Government may go down in history as a Government of great understatements, because I believe that it will face some fairly grave financial disabilities. For a start, I am a little worried about some things of which I have some knowledge—some industries that I know well and some of the people in them who will be affected gravely by these Loan Estimates. I may be wrong about this but I should like the Minister to put me right at the appropriate time on one or two points.

First, I turn to the Loans to Producers Act, an Act operating for many years, an Act that has financed, and will, I hope, continue to finance, to a large extent, the processing factories, the wineries and the fishing industry, including cold storage. Under "Loans to Producers" this year we have been allocated £600,000. At the commencement of last year when certain applications were made for funds under the Loans to Producers Act, the people concerned were told that loans to producers would be fairly hard to get. I think everybody accepted that and attempted to make arrangements for finance from other sources. I am not very keen on making those financial arrangements completely outside the State Bank: this is a good thing to keep under the control, as much as possible, of the bank that administers the Act for this and for other things. The second thing that rather staggered me was the amount of money that was suddenly found for financing the grape crop. I do not think the Loans to Producers Act was passed for this purpose but rather to enable the processing of certain commodities, and a good job has been done in that matter. I do not think we can say that it was passed to provide finance for the purchase of a commodity. If the Government intends to continue to help in regard to surplus grapes, the money must come from elsewhere, and not from allocations under that Act. I think I am right in my assumption that the money did come from that source, as we were told at the time.

Industries are faced with big expansion. The citrus industry alone will be requiring much more money this year to cover new plantings. Likewise, the apple industry, which has always depended to a large extent on the Loans to Producers Act, will be requiring more assistance. Whatever else the Government does, it should keep an eye on accounts of this kind, because it is from these industries that the export wealth of the country will come. If processing plant is not kept at the

maximum efficiency, the income will drop, and I do not think any of us, probably least of all the Government, desires that. I point this out because it is important to do so at this time. In my opinion, £600,000 will not be sufficient to get us by in this financial year. My next point deals with afforestation and timber-milling, which also have a vital effect on the economy of the State. I was surprised to hear the report given to an honourable member by the Minister today in reply to a question about the use of fibre board cartons for the export of tomatoes from South Australia. I do not think any of us will deny that we can get tomatoes from here to Honolulu in fibre board cartons, provided the tomatoes are placed one deep, but the moment they are stacked one on top of the other a difficulty arises, because the fibre board is not strong enough to provide a good wall for tomatoes. Another aspect is that tomatoes continue to generate heat and, in the process, continue to ripen. The white wooden half-bushel cases used over the years have enabled air to get into the boxes and this has arrested the generation of heat to a certain extent.

Further, if we use fibre board cartons, it will mean that more tomatoes will be taken by road transport, and that is not Government policy. The Government would want as much as possible taken by rail, but rail transport is never easy on a commodity or even on human beings, with the shunting involved, even if the best driver is driving the train. Consequently, tomatoes cannot be loaded to any great height in fibre cartons and be expected to arrive in good condition. I should like the Department of Agriculture to have considered the matter on a commercial basis rather than on a basis where some experimental consignments have been sent. The tomatoes should be consigned as they would be at the height of the season, because at present the tomato industry is extremely big business in this State, with the consignment of about 1,000,000 half-bushel cases of tomatoes, mainly to the Victorian market. The glasshouse tomatoes from this State are well known. In this matter we should be particularly careful.

I can mention a number of other commodities that are packed in pinus timber. At present we have a requirement for the citrus industry of about 2,500,000 half-bushel cases and in five years' time the industry will want 4,000,000 half-bushel cases. Even if this industry can use the fibre board containers for fruit for Australian use (which it may be able to do provided that the price is economic) it will still

require large numbers of the well-known white board cases for export fruit. The export of citrus is growing year by year.

At present, apples and pears are packed in about 1,500,000 half-bushel cases. That figure will rise to 2,000,000 in five years' time. Canning fruits and dried fruits are also big users of this timber. Glasshouse cucumbers use about 100,000 half-bushel cases at present and in a short time 150,000 cases will be required. The Hon. Mr. Kemp was the instigator in calling a meeting on this matter, and I had the honour of introducing a deputation to the Minister on September 1. We pointed out forcibly to the Minister, the Conservator of Forests and the Chairman of the Forestry Board, our great anxiety and that of producers in the industry. I was a little surprised to receive the reply that I did from the Minister. I do not think that we were successful in getting our case over properly. It probably was our fault, but we submitted a comprehensive list of the requirements of various industries. We had three meetings with the users, collected evidence and sifted it before it was submitted to the Minister. It seemed from the reply that I received that the Minister was not fully seized with the problem, not only as it is this year, but as it will be in the future. The reply was:

I refer to the deputation which you introduced to me on Wednesday, September 1, when we discussed the availability of timber for case-making. At that meeting, it appeared that the supply of timber cases was the chief problem and that bushel case requirements generally were being met. You will recall that I undertook to discuss this matter with the Chairman of the Case Makers' Association to obtain further information on the supply position. In relation to the tomato case position, I have now conferred with Mr. P. Joseph, Chairman of the Case Makers' Association, and I am informed that cases are available from manufacturers to meet all requirements. Mr. Joseph stressed that growers should estimate their needs in advance and advise him of their requirements. He also states that many growers were slow in paying their accounts and the position would be greatly improved if all accounts were paid promptly.

That was not the sort of reply we were looking for. We are not interested in whether accounts are paid promptly or not, as he has his remedy in the courts if they are not. What we are interested in is whether the Woods and Forests Department will in the next five or 10 years make a survey that will clearly define how much timber it has available for these industries and work out the best utilization of the State's timber resources. If timber can be utilized to better effect in some other way no doubt it should be so used, but certain

commodities (and I maintain that tomatoes are one) should not be allowed to fall by the wayside so that timber can be used for housing. It is not much use building houses if they cannot be sold, and houses will not be sold if these primary industries are allowed to go to the wall. What I am saying relates to far more than just cases for tomatoes and citrus this year. The Woods and Forests Department must come up with a firm policy on this matter, and I ask the Minister to support me in my request that the whole matter be looked at again, because it appears to me that this is a very temporary measure.

The Hon. C. D. Rowe: Is tomato production increasing?

The Hon. C. R. STORY: It is definitely increasing. It is now 1,000,000 half-bushel cases and it is estimated that it will go to 1,500,000 in the next four or five years. I turn now to housing, which to me is a very important matter. When dealing with the South Australian Housing Trust, the Chief Secretary said:

As in recent years, it is not proposed to make provision in the Bill for advances to the Housing Trust. The greater part of the trust's new money will be provided from funds borrowed under the provisions of the Commonwealth-State Housing Agreement at a concessional rate of 1 per cent below the current long-term bond rate.

He then went on to say that the allocation proposed for 1965-66 was £4,600,000. During 1964-65, the trust completed 3,317 housing units compared with 2,858 in 1963-64. Of the 3,317, 1,374 were in the metropolitan area, 1,291 were in Elizabeth and Salisbury and 652 were in other country areas. The figure of 652 represents only 20 per cent of the total, and of that number 345 houses were built at Whyalla, so very few houses were built by the trust in other country towns. I am sure that when other honourable members have attended local government conferences they have heard debates about the difficulty of getting housing, particularly rental housing, in country towns. Rental houses are necessary in country areas, because many country towns have a floating population and it is necessary to provide accommodation for key personnel required for various industries.

In nine of my ten years in this place I have listened with great interest to the honourable members who are now members of the Government telling us how they would decentralize this State if they were in power. These are the first Loan Estimates introduced by this Government, but I thought they would

have contained some concrete proposal pointing to the fact that this grand scheme of decentralization would be carried out. The basis of decentralization would be factories and houses, and I see nothing that leads me to believe that we have not gone backwards in the number of houses being built in country areas. I am referring not to the bigger country towns but to the smaller towns—places that have populations of about 200 people. Offhand, I can think of at least a dozen of these towns, the residents of which have asked whether it would be possible to have a couple of houses built in their towns. I have put these cases to the Housing Trust, but the usual answer is, "There are areas where there is more security, as there are likely to be greater possibilities of letting houses in them than in the smaller towns." However, when talking about decentralization we should consider the smaller towns before the larger towns. We want to keep people in small, happy communities, and I believe that many small country towns could very well do with some rental and rental-purchase houses. Often it is not easy for a small industry to provide the capital to run its business and provide housing for its employees, but if it could give a guarantee to the trust that it would find the deposit and deduct something from an employee's wages each week, and see that the trust was properly recompensed, I believe there would be a better distribution of the present small pool of itinerant labour in this State. The labour force is dwindling, particularly in the seasonal types of industry, and we must try to get people into these areas and find employment for them, so that they can be fully utilized during the processing and harvesting period.

I cannot see any reference to Giles Point, although I thought it might have been mentioned. Also, I have not heard anything about a report of a committee that is investigating deep-sea ports. I hoped that we would have had some firm confirmation from this committee that the Public Works Standing Committee had found correctly in the first place, and I was disappointed that nothing was mentioned about it.

The Hon. C. D. Rowe: Especially in view of the election promises.

The Hon. C. R. STORY: Yes. I am always disappointed to learn that someone has broken a promise. I am sure that the Government must feel the same way about this as we do, and it will have the opportunity to redeem itself in the near future, but the establishment of this port will be held up for another 12

months. This will cost farmers in the area a considerable amount.

When one goes through the Estimates he cannot but be staggered by the amount being provided for schools. I know from my little experience on the Public Works Committee of the number of schools that have had to be built in a short period. It seems to me that there will not be any easing-off in the building of schools for a considerable time. I am apprehensive when I look at some of the very old schools outside the metropolitan area that have not the slightest hope in the world of having anything done to them for some time. Elaborate schools are being built mainly in and around the metropolitan area. I am not against providing the best facilities possible for education, as I believe expenditure in this direction is essential, but we must have a good look at the carving up of the duck in connection with education money. At the moment I am not happy about spending money in the near environs of the metropolitan area when in many country districts schools that were erected before the turn of the century are becoming cluttered up with timber-frame buildings. Such buildings make it extremely difficult for the headmaster and the staff. I think the Minister of Education will be faced with a big problem in the near future.

The Hon. R. C. DeGaris: And the maintenance bill is high.

The Hon. C. R. STORY: That is one of the great problems. In new buildings the maintenance is minimized by the use of aluminium-type windows and reducing the amount of painting. These timber-frame buildings are hogs for paint and in a country area where they dry out they really soak up the paint.

The Hon. R. C. DeGaris: The timber used in these structures could well be used to make cases for tomatoes.

The Hon. C. R. STORY: That is so. The honourable member has now made a good point, for which I commend him. I am disappointed that the adult education centre at Renmark is no further forward than it was when I spoke this time last year. At one time there was promise of the work being completed. The principal of the centre is a conscientious man who has to work in temporary quarters. The students are working under great difficulties. The enrolment at the centre is a large one, and there is a wide interest in this type of education. After all, it is a good medium for lifting people's opportunities, and it is disappointing that

the project is not progressing. I know that the member for the district has tried to get something done, and so have the members for Northern in this Chamber. I ask the Minister to note this and see if he can bring his good offices to bear upon his colleague so that funds will be made available to proceed with this centre in the near future. I support the Bill.

The Hon. L. R. HART (Midland): In rising to speak to the Bill I point out that there has been an effort by the Government to imply that it is at a disadvantage when compared with the previous Government in relation to the availability of Loan funds. I do not believe that this is strictly accurate, and it will be interesting to see what the position will be in 12 months' time when the Government again presents the Loan Estimates. The position in 1966-67 in relation to Loan funds will depend upon two factors—first, how good the housekeeping of the present Government has been, and secondly, the availability of Loan funds. It could well be that the Government will again face the position where it has to overcome some of the serious financial disabilities referred to in the Treasurer's Financial Statement.

After looking through the Loan Estimates one must agree with the Hon. Mr. Story in relation to country interests. We appreciate that productivity in primary industry is rising rapidly. It is generating funds to permit the expansion of our manufacturing industries and the development of the service industries. Australia is a great trading nation.

I believe it is regarded as the sixth greatest trading nation in the world, but it has to trade on a free world market. Therefore, it is necessary that we hold our cost structure, otherwise we shall find ourselves trading at a loss. One views with concern some of the actions being taken and contemplated by the present Government. They can do no other than increase costs to primary producers. It has been stated that in the next 10 years Australia will require an increase of over £1,000,000,000 in export credits in order to balance overseas payments. To obtain that objective we must look for an expansion in our primary industries. To bring that about, finance will have to be available for the development of primary industries, and the development of new country and pastures. It will be needed to carry out the functions of primary industries. In connection with "Loans to Producers", the amount of money available for this year is £49,000 less than it was last year.

It will be available to producers to carry out the purposes of primary production. We look further down to "Advances to Settlers". Here we have an increase in the money that will be available in the coming year. Also, the amount available for the State Bank will be the same as in the previous year but, in view of the necessary expansion in primary industries during the next 10 years, it is hard to appreciate that the amount of money being made available by these Loan Estimates will be sufficient to provide for the expansion to which I have referred, particularly as over the past 12 months most of Australia has been subjected to severe droughts, not confined to any one State: they have in many cases been over a wide area of Australia, and South Australia has not escaped the devastation they have caused.

There is no doubt that the producers in this State will require money to help them restock after the drought, and it does not seem that sufficient money will be made available through Government sources for the restocking to take place. The policy of the banks on lending will have to become more flexible to allow for advances for restocking. We note "Loans to Producers", "Advances to Settlers" and "Advances to State Bank", but no mention is made of money to be made available for restocking. The banks will have to look at this. Money for this purpose, which will have to be provided on a medium to long-term basis, will need to be made available, and in fairly large amounts, because the price of stock today is high, and restocking will be a financial burden on the producer. It is necessary that he be not hampered in his efforts to restock, because we must increase our primary exports. I also believe that through certain lending institutions there is a sum of money that is not always taken advantage of: overdraft limits are made available but they are not always fully utilized. It seems that in certain countries it is standard practice that interest must be paid on approved overdrafts, whereas in this country we pay only on the portion of the overdraft utilized; consequently, I believe it is a fact that there is a large sum of money not being utilized for the purposes for which it was approved. It should be in circulation for the use of the industry for which it was released.

It is pleasing to see that under the Rural Advances Act further sums of money are to be made available. When this measure first came before Parliament, it was greatly criticized. Introduced by the previous Government, it has been most effective. It is grati-

fyng to observe that there is a considerable amount of money allocated under that Act, which is serving a useful purpose in that people who are not in a position to obtain money from other sources can, by working under this Act, get a start in life and become useful producers of primary products. It is pleasing to note also that the authorities who can lend under this Act were increased in number by an amending Bill presented last year.

I also commend the Hon. Mr. DeGaris and the Hon. Mr. Story for their contributions to this debate in relation to afforestation. I do not wish to labour this point but should like to say a few words on it. History has shown that a civilization that has lost its forests has in the end lost its civilization. Nature has given us considerable forests of hardwoods but we have not been treated very kindly with softwoods. Therefore, for our softwood supplies we have to cultivate forests. The present annual consumption of forest products is about £270,000,000 worth. Of this, we import £80,000,000 worth. With the present rate of forestry development, by the year 2,000 we shall need to import £300,000,000 worth, which represents the value of the present total Australian wool clip. At present we are planting only about 42,000 acres a year, whereas the estimated requirement is about 75,000 acres a year. This would entail us in an annual cost of between £2,000,000 and £3,000,000. If South Australia is to plant its share of forests in this coming year or in the coming years, the amount of money being made available under these Loan Estimates is totally inadequate.

Under a recently signed trade agreement with New Zealand, certain products can be imported into this country, among which are some forms of timber. Possible supplies of timber from New Zealand could relieve the softwood shortage. However, New Zealand, under its present planting programme, will itself by the year 1985 cease to be an exporter of timber. In an effort to ensure that adequate supplies of timber are available for domestic purposes in Australia, the Prime Minister in 1964 initiated the setting up of the Australian Forestry Council, the purpose of which was to inquire into the Australian requirements of timber for domestic purposes and into the rate of plantings that would be necessary. The council consists of the Commonwealth Ministers for National Development and for Territories and the Ministers in charge of forestry in the several States. It is also backed by a standing committee, consisting of

the Commonwealth and State officers in charge of forestry. The Chairman of the council is the Hon. Mr. David Fairbairn, and the Chairman of the standing committee is Dr. Jacobs, the Commonwealth Director-General of Forestry. So far, the Australian Forestry Council has met three times. At its most recent meeting in Papua recommendations were made for additional expenditure on forestry and for taxation concession to private ventures.

South Australia's Minister of Forests in a recent statement said that in five years' time South Australia would have no further land available for forestry purposes. I suggest to the Government and the Minister that in discussions with the Australian Forestry Council they look at the possibilities of growing softwoods in Queensland, where large tracts of land are available which, I understand, would be entirely suitable for this purpose. We well know the amount and great value of timber that has come from Bulolo in Papua. A large part of Queensland has a similar climate and it is possible that timber from there could be used for this purpose. I was interested in the reply given by the Minister this afternoon to my question regarding alternative containers for tomatoes. I do not suggest that the reply is not authentic but I should be very surprised if it had the approval of the tomato section of the Fruitgrowers and Market Gardeners Association. We know the requirements of this industry and have had several meetings with its leaders. The Hon. Mr. Story has pointed out clearly the position of the tomato industry in relation to packing requirements.

I wish to refer briefly to the item dealing with railways. We realize that we are to have before us shortly a Bill that will take control of the railways out of the hands of the Commissioner and place it in the hands of the Minister. I view with some concern the action that the Government is taking. In the final analysis, this must inevitably result in transport control, the co-ordination of transport, which undoubtedly will increase again the cost to the primary producer.

I wish to deal with a reply I received from the Minister of Transport to a question I asked regarding the provision of dining facilities on the Melbourne Express. The reply was to the effect that it would not be economical to provide this facility and he went on to say that the average number of passengers who required a substantial breakfast at Murray Bridge was six and the maximum number was between 16 and 20. I travel on the Melbourne Express occasionally and I very much doubt whether these

figures are correct. My experience is that if one is going to have a meal at Murray Bridge, one must move fairly quickly in order to get served and complete a meal before the train leaves, and I would very much question that the average number of passengers requiring a meal would be six; I think the number would be considerably greater. In fact, if there was a dining car on that train, much advantage would be taken of it by the travelling public. One only has to travel on other railway lines to know that passengers have to be rostered to enable them all to take advantage of the facilities in the dining car. I hope that, when the railways come under the control of the Minister, he will give further consideration to the possibility of providing a dining car on the Melbourne Express. I have no doubt that if that is done, the patronage between Adelaide and Melbourne will increase.

The Hon. M. B. Dawkins: That would be the only first-class train in Australia that has not a dining car!

The Hon. L. R. HART: That is correct.

The Hon. S. C. Bevan: Do you want to get up in the middle of the night to have a feed?

The Hon. L. R. HART: Regarding the item for fishing havens, we find that £21,000 is to be spent this year. Admittedly, that is less than was provided last year, but of that amount £16,000 is to be spent on the fishing jetty at Edithburgh. I am pleased to know that this jetty is to become a reality, because the project has been mooted for about three years. In fact, it is to be something beyond what was asked for by the fishermen themselves. They sought something less elaborate. However, I understand that this extra facility has been provided so that the tourist trade in this area can be encouraged. I have no complaint about encouraging tourists to the Yorke Peninsula area. In fact, I think the move is to be commended and one views with some concern the recent action of the Harbors Board regarding certain jetties in the lower Yorke Peninsula area. The point I wish to make is that, in effect, little is to be spent on actual fishing havens, because of the £16,000 to be spent on the Edithburgh jetty only a part is essential for the fishing haven itself. Therefore, I consider that the fishing industry has been somewhat neglected in these Estimates.

The next item of interest to which I turn is the Barossa water district, for which £141,000 is provided. An amount of £90,000 is provided for work on duplicating portion

of the existing Barossa trunk main between Sandy Creek and Gawler. We are told that this work is the first stage in a scheme to improve supplies in the Two Wells and Virginia area. I wish to read portion of a reply given by the Minister to a question I asked about the Two Wells water supply. He said:

Two alternative schemes to supply the Two Wells and Virginia areas and adjacent country lands have been prepared and estimates have been made. An assessment is being made to determine the financial return and this will be completed as soon as possible. Either scheme will require reference to the Public Works Committee if found by the department to be a practical proposition . . .

The point I desire to make is that there is no question that this will be an economic proposition. In fact, by the time provision is made for the duplicating of water mains in this area, or the improvement of them, the demand will be so great that the new provisions will be totally inadequate, and I hope that this will be taken into consideration when the department is completing its estimates of the requirements of this area.

It is pleasing to note that under the heading of "Hospitals", apart from the expenditure on Government hospitals provided for in these Loan works proposals, "additional heavy provision towards construction of a number of subsidized hospitals will be proposed in the Revenue Estimates to be submitted next month". I know a large subsidized hospital in South Australia that has been held up in providing much-needed additions (about 30 beds) because it has not been able to obtain a grant from the Government. I appreciate that the Government is in a position where it cannot make grants available to every hospital that requires them at a specific time, but I think we should see whether provision can be made whereby the Government could guarantee a loan to the hospital or guarantee the hospital in obtaining a loan from another source to enable it to proceed with this particular work.

The Hon. A. J. Shard: I don't know of any one that has been held up. I should be glad if you would tell me privately.

The Hon. L. R. HART: I assure the Minister that it is a fact, and I have also been informed that the Government has assured the hospital that it will have an allocation in the 1965-66 Loan Estimates.

The Hon. A. J. Shard: There are three or four in that category.

The Hon. L. R. HART: They required this 12 months ago.

The Hon. A. J. Shard: That is not our fault.

The Hon. L. R. HART: I ask that this matter be looked at by the Government.

The Hon. A. J. Shard: You have left us with too many big projects at once.

The ACTING PRESIDENT (Hon. Sir Arthur Rymill): Order! Honourable members will not have a conversation among themselves.

The Hon. L. R. HART: Thank you, Mr. Acting President, but I was quite able to look after myself. The Minister raised an interesting point when he said that too many large hospitals were to be erected. I understand the Government intends to make a further addition to the list.

The Hon. A. J. Shard: We will in due course, too!

The Hon. M. B. Dawkins: That will be the daddy of all times!

The Hon. L. R. HART: Yes, it will. I was informed that it would be in a country area.

The Hon. M. B. Dawkins: The Chief Secretary said it was to be in the metropolitan area.

The Hon. A. J. Shard: There will be one in a country area.

The Hon. L. R. HART: The problem here is that, if the metropolitan area is ever re-defined, this hospital will be within the metropolitan area. I am not sure how metropolitan councils will view this. However, it is nice to know that it will be erected.

The Hon. A. J. Shard: There will be no quarrel about hospitals in due course. You will all be quite happy.

The Hon. L. R. HART: We are all young, so perhaps we shall see the day! We appreciate that a huge sum of money must be spent on constructing school buildings. In certain country areas, although the school buildings may be serving their purpose, many of them are too close to highways used by a heavy volume of noisy traffic. In these schools it is becoming impossible to teach the children properly under these conditions. I believe the Education Department should look into this aspect and make some provision for shifting certain schools away from busy and noisy highways.

In travelling around my district, which is a large district, I have been somewhat alarmed at the type of residence being provided for headteachers. A headteacher is a man with some status. Recently we have heard much about status in the Education Department; we all appreciate that a headteacher is one of the leading professional men in a country town, and I believe he should be housed in

conditions appropriate to his standing in the community. The Housing Trust houses being provided for headteachers are perhaps adequate, but they are not in keeping with the status of a teacher. I suggest that the Housing Trust and the Education Department consider this matter and see whether some design different from the uniform design of trust houses can be obtained. I am not suggesting that a large sum of money should be spent on this, but I do suggest that headteachers, like police officers and other responsible people who have some status in the community, should be given some original design in their houses.

The Hon. A. J. Shard: I thought the new police stations and police houses were of good design, although I do not claim any credit for this.

The Hon. L. R. HART: I agree; I think they are an improvement on the houses provided by the Education Department. I come now to police and courthouse buildings. Much has been said in this Chamber and in another place recently about courthouses, and I trust that the proposal to build a courthouse in the district of Salisbury will be proceeded with. This is most necessary for a city of the status of Salisbury. The sum of £140,000 is provided for school buses. I think I have said before in this Chamber that transport is an essential facility for country schoolchildren. With the heavy volume of traffic on the roads now, it is practically impossible for children who live far away from schools, particularly those near main highways, to travel safely to school. They have only two alternatives—a school bus (if it is available) or their parents' motor car. The latter alternative involves a laborious task for parents, and I do not think it is economical for them. I commend the Education Department for providing school buses, but I believe their use could be expanded.

We are facing a period in which it would be advantageous to close more of the smaller schools and convey the children attending them to larger centres. I view with some concern the erecting of new schools in country areas away from townships. It has always been an advantage to parents to have their children attend schools located in townships. In our younger days we probably took our own lunches to school, but this does not seem to be done now; the tendency is for children to buy their lunches. Apart from this, it is an advantage to parents to be able to pick up mail and provisions when they are collecting their children

from school, but they cannot do this if a school is in an isolated area. I believe this important aspect of education must be considered. I support the second reading of this Bill.

The Hon. C. C. D. OCTOMAN (Northern): I support this Bill, but some aspects are rather disappointing. I support some previous speakers who have said that an overwhelming proportion of Loan Funds has been made available to the metropolitan area and that not enough has been made available to country areas. We realize, of course, that only a certain sum of money is available for Loan works and that by the time it is apportioned to various departments for various projects there is not much for each project. As a result, some projects have to miss out. I notice that £1,798,000 has been made available to the Rolling Stock Branch on the Railways Commissioner's line, as against £1,920,000 last year, a reduction of about £120,000. I again draw the attention of the Government, and the Minister of Transport in particular, to the special need for self-emptying bulk grain rail waggons. We hear an oft-repeated argument by members of the Government that various legislative measures are brought before us to bring South Australia into line with other States. If we do not begin early planning and production of up-to-date bulk grain rolling stock we shall once again be the odd man out. The other great grain-producing States—New South Wales, Victoria and Western Australia—all have self-emptying grain trucks. New South Wales has operated large steel hopper-bottom trucks for many years and this year it has approved a lighter construction aluminium-bodied truck that is giving satisfaction. I believe another 80 have been ordered. Only last week the Victorian Government made £800,000 available to the Railways Department for the building of an additional 100 aluminium-bodied bulk grain waggons, because it has been proved in that State that self-emptying trucks cut labour costs to the industry and to the railways. Western Australia is using the end-tipping method with its grain trucks. This is an ingenious idea. Normal freight waggons are used for carrying bulk grain, but they have a door at one end. Each truck is run on to the tipping system. It is locked on the rails, tipped at one end, and the grain empties from the rear of the truck. It is possibly one of the cheapest methods that could be adopted in this State for self-emptying trucks, but I consider that the hopper-bottom trucks would be more

satisfactory in the long run. Wheat cartage is the main source of revenue for the Railways Department. In addition, self-emptying wagons could be used for the cartage of superphosphate. The use of bulk superphosphate in recent years has grown astonishingly, and at present more than one-third of the superphosphate needed in South Australia is delivered in bulk, mainly by road. It can be delivered in bulk by rail only where contractors have the equipment necessary to take it out of the trucks. If the Railways Department wishes to capture some of this trade it must have suitable equipment.

Apart from carrying bulk grain and bulk superphosphate, I am sure that departmental engineers are ingenious enough to design the trucks so that they can be converted to carrying general freight, possibly with the addition of false or removable floors. Because of the shortage of rail trucks to move grain on the Eyre Peninsula division last harvest, some of the hopper-bottom bulk superphosphate trucks from Port Lincoln were used. Their value was proved to railways officers, to the bulk handling authority, and to the shippers. The Co-operative Bulk Handling Company has made submissions from time to time to the Railways Commissioner to install, or at least begin to plan for, self-emptying grain trucks, but up to the present the Commissioner has not seen fit to make any move along the lines suggested.

Another line on the Loan Estimates deals with harbors accommodation, and I am pleased to see provision for the major scheme of widening and deepening the Port River so that it may accommodate larger ocean-going cargo ships. A large proportion of our production, and much of our imports, travel along the Port River, and it is natural for the size of the cargo-carrying ships to increase as the years pass by. I do not know that the Port River will be able to accommodate ships as large as we would like them to be in the future. Bulk grain ships now carry between 9,000 tons and 12,000 tons, yet many of them are becoming obsolete. New ships could well carry 15,000 to 20,000 tons, and possibly 30,000 tons. They will need deeper water than we have in our ports at present. If we cannot accommodate them we will be left with the smaller obsolete ships, and, therefore, our exports will be hampered.

I am disappointed that no provision is made for the proposed new tuna jetty at Port Lincoln. About four months ago an announcement was made regarding this proposal, and I quote the

following from the *Port Lincoln Times* of May 27:

A plan for £175,000 to £200,000 service jetty for the Port Lincoln tuna industry, referred to the Public Works Committee last week, will be welcome here. The plan, presented to Executive Council from the Harbors Board, provides for a 400ft. long, 40ft. wide concrete-decked jetty to be built at Porter Bay south of the Harbors Board slipway and workshops. The Minister in charge of fisheries, Mr. Bywaters, said its removal from the present unloading facilities would be a boon to the expanding Port Lincoln tuna industry. The proposed jetty would include parking space for 46 cars, a fishermen's gear store, power lines, fresh and salt water pipelines, and a fuel store. The Minister said that the fleet was averaging an annual catch of over 5,000 tons. This was mostly unloaded when the present berthing facilities were being strained by the handling of wheat and barley.

It was disappointing to the Port Lincoln people that provision was not made in the Loan Estimates for a start on this project.

Dealing with engineering and water supplies, a line related to the Kimba water supply provides £10,000 only this year for the whole of the Darke Peak and Kimba trunk water main. This is a bitter disappointment to the people who have been looking for water for so long. The project has been held up for some years for various reasons. First, the Tod system was unable to cope with any further trunk mains because of the extreme distances that the existing mains service, and secondly, because of the volume of water in the Tod Reservoir itself. Further, there was a proposal that the Kimba township alone might be supplied with water from the Murray main, which now stops at Iron Knob. This would have been expensive water and would not have served any rural district apart from the actual township of Kimba. While this investigation was being made, the Poldas Basin was being examined and it was felt (and the Kimba people themselves agreed) that the project should wait until such time as the Poldas Basin scheme had been fully investigated to see whether they could not have an extensive water scheme from it. It has now been proved that there is ample water from this source to supply all the area. Unless honourable members know that district, they cannot appreciate how the stocking rates are severely restricted in the Lock to Kimba area, about 65 miles of good agricultural land. It is hard to realize how restricted people are in their stock-carrying capacity, purely and simply through lack of water. Pastures are going to waste. People cannot run stock on them because of the lack of water in the summer months. I sincerely hope that we shall

see a major improvement in this project as early as possible.

Last year, £20,000 was made available in the Loan Estimates for exploratory work in the Polda Basin: this year the amount provided is £2,000. It is evident that either the Polda Basin has been fully explored or the exploration work is being restricted. I was pleased to see that Burra is to have a new source of water supply. The supply to the township of Burra from the old mines is high in mineral content, and Murray water will very much improve the situation there.

Coming to the Electricity Trust, I note that £200,000 has been made available for progress payments on the construction of a 132,000-volt transmission line to connect Port Lincoln to the main transmission system. I should like information from the Minister whether the substation near Rudall is included as a part of this current allocation, or is provision made for this substation in the following item of £843,000 for various new substations not previously mentioned? I feel that the early work on the substation at Rudall is necessary for the extension of electricity supplies on Eyre Peninsula. Perhaps the progress of this transmission line may be retarded to some extent because of the deferment of the Polda-Kimba trunk water main, because electricity will not be required at such an early date for the operation of pumping stations. I sincerely hope that this is not so, because the electricity required by those pumping stations will be only a small proportion of the power required on Eyre Peninsula.

I notice in Appendix II of the Financial Statement regarding the South Australian Housing Trust a statement that at Port Lincoln 31 new houses are under construction, and 16 are to be commenced in this financial year. I agree with other speakers that it is necessary to make a considerable number of Housing Trust houses available for rental purposes because of the floating population in towns like Port Lincoln. I have received many requests from residents there that I should ask for rental houses to be made available by the Housing Trust in that town, because of the severe shortage of housing. There has been a waiting list ever since the Housing Trust started to build in Port Lincoln. I have much pleasure in supporting the Bill.

The Hon. M. B. DAWKINS secured the adjournment of the debate.

WILLS ACT AMENDMENT BILL.

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

SUPREME COURT ACT AMENDMENT BILL.

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

LOCAL GOVERNMENT ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 31. Page 1334.)

The Hon. M. B. DAWKINS (Midland): I rise to give consideration to this Bill and to support it in general terms, but I do so with some reservations. Some of my colleagues have given detailed consideration to this measure, and have dealt with its many clauses in the light of the considerable experience they have had. Therefore, I do not intend to deal with the whole Bill but shall comment only on some of its clauses. Clause 3 contains the following amendment:

Subparagraph (d) of paragraph (1) of the definition of "ratable property" in subsection (1) of section 5 of the principal Act is amended by striking out the words "used exclusively for public worship" therein and inserting in lieu thereof the words "solely used for religious purposes".

I am in agreement with this clause. I would suggest to the Minister that perhaps he could have gone a little further in this amendment. The residences of clergymen and church halls that are not used for public entertainment could well be included in the exemptions from rating. I suggest that the Minister consider this matter. Paragraph (f) of the definition of "ratable property" in section 5 says:

Any land or building or part thereof used exclusively as a school whether private or public other than a school at which fees are charged.

While I am not, at this stage at any rate, foreshadowing an amendment, I suggest that the Government look at the clause with a view to possibly removing that last phrase, "... other than a school at which fees are charged". I consider that every encouragement possible should be given to religious educational purposes and I suggest that the possibility of doing this be looked at. Clause 4 inserts the following passage to subsection (1):

For the purpose of paragraph (d) of this subsection the spouse of a person in the employment of the council shall be deemed to be interested in employment under the council.

I agree with and support that clause, because I think it is reasonable. I do not think that the spouses of members of the staff of a council should be able to take part in the activities of the council. They could be regarded as being in the same category as members of the staff. Clause 10 inserts the following subsection:

(3) Any two ratable properties outside of townships which properties are owned by the same owner and occupied by the same occupier shall, for the purposes of this section, be deemed to be adjoining ratable properties if they are separated only by a road, railway line, waterway or easement.

This refers to the section dealing with minimum rates. As I indicated earlier in an interjection when one of my colleagues was speaking, I wonder whether the words "outside of townships" are entirely necessary. I have had some experience with minimum rates and consider that there is a case for a differential minimum rate. Services (quite extensive in some cases) are provided by councils in township areas that are not provided by councils outside township areas, and a minimum rate of £3 or £5 or £12, as some councils apply, is not always a fair rate for a rural area where there are no improvements on a small block of land. The Government may at some stage consider a differential minimum rate and the possibility of being able to apply in an area where services are given a minimum rate slightly in excess of that applying where services are not given. I do not support clause 11, which inserts a section, the whole of which I will not read, but portion of which says:

... a metropolitan council may expend its revenue for the purpose of erecting on land owned by the council residential flat buildings within the meaning of regulation 324 of the regulations under the Building Act, 1923-1964, for the purpose only of leasing or letting the same.

I do not deny the need for the erection of flats. On the other hand, I do not think that in Australia it is a function of local government. I understand that in Great Britain, where local government has many more functions than is the case here, because there are no State Government (only an overall Government and local government) much of this activity is engaged in. However, I do not think there is a real need for local government to engage in the erection of flats here.

The Hon. S. C. Bevan: And pay ratepayers' money to other organizations to do it, and not own a brick in it!

The Hon. M. B. DAWKINS: That may be so, but I am not enamoured of the clause

as it is worded. I will not dwell on clause 14, which deals largely with city areas and the power to apply parking meter revenue, and the like. I think the Hon. Sir Arthur Rymill has a worthwhile point in the amendment he has foreshadowed. It may clarify the matter, and could well be looked at by the Government.

I wish to say a word or two about moieties, which are dealt with in clause 15, which seeks to strike out the words "one shilling and sixpence" and insert the words "five shillings". I presume that by February 14 next those words will have to be further amended. I do not support this large increase. We have had some discussions as to whether it is, in effect, a 230 per cent increase or a 330 per cent increase, but, whatever it is, I regard it as excessive. I wonder why the Government, or whoever was responsible for this suggestion, brought it forward in respect of footpaths and not in respect of section 319 of the Act, which refers to roadways, kerbing and such things. In any case, I consider that it is an unnecessary increase and I will not support it. I was glad to hear the Minister mention, in answer to my colleague, the Hon. Mr. Hart, that he would consider an amendment, or I took it that he would.

The Hon. A. J. Shard: No. He said to Mr. Hart, "Why don't you move one?" Don't get your lines crossed.

The Hon. M. B. DAWKINS: Somewhere or other the Minister said something about this. In fact, he said, "Why don't you move an amendment?" and the Hon. Mr. Hart said, "I probably shall at the appropriate time." The Minister said, "You may get a surprise. I may accept it." I did not say that he was going to introduce an amendment; I said that he was going to accept it.

The Hon. A. J. Shard: You said that he was going to introduce one.

The Hon. M. B. DAWKINS: I did not say that and I did not mean to imply that at all. I was glad to hear that the Minister may consider the amendment that my colleague has foreshadowed. I believe the situation regarding moieties is not a good situation. I have had some experience with moieties, and I believe at times it is necessary to introduce them. With quickly-developing new areas that have to be built up and provided with services, in the first place it is not reasonable that services should be provided by money contributed by ratepayers over many years, and in the second place it is not practicable to do so, as the money required is far in excess of the rates in the kitty. Therefore, it

is necessary from time to time to apply moieties. However, I believe it is an unsatisfactory method of raising money, as it is resented by ratepayers. I cannot understand why the increase should be as great as it is; it is from 1s. 6d. to 5s., so that the new moiety will be about three and a half times as great as the old. I always understood that the present Premier was opposed to moieties. I do not blame him for that, as I am not keen on them myself. I hope the Government will accept an amendment that may be moved to this clause, which I cannot accept as it stands.

Clause 17 was dealt with in some detail by the Hon. Mr. Gilfillan, so I do not intend to refer to it. I will now pass to clause 18, an amendment to which has been foreshadowed. This amendment deals with control over the escape of irrigation water on to roadways or public streets. In my area underground water is used extensively by market gardeners for irrigation, and considerable quantities of this water escape on to public roads. In many cases it damages the roads to some extent, so I believe there is something to be said for a restriction on the undue waste of water that may escape and undermine public roads.

Clause 20 amends section 876 of the principal Act. I have looked at that section, and I think it already contains sufficient powers of inspection for officers of a council. I am at a loss to understand where this clause came from, but I believe the authority it seeks is excessive. It seeks power of entry for any council officer, and that is a very wide power. "Officer" is defined in the Act as follows:

"Officer" means any clerk, treasurer, surveyor, assessor, collector, poundkeeper, inspector, ranger, constable or other person appointed to an office by a council.

This clause will mean that practically every employee of a council will be able to go into business premises and inspect accounts, books and documents relating to the licence or the trade, occupation or business conducted in pursuance thereof. I believe this is getting close to a police State.

The Hon. Sir Norman Jude: The word "Commissar" could have been used!

The Hon. M. B. DAWKINS: That may be the best word for it.

The Hon. S. C. Bevan: Aren't there powers of entry at the moment?

The Hon. M. B. DAWKINS: There are certain powers of entry, and they should be sufficient. I do not understand why this clause, which suggests stand-over tactics, has been introduced, and I oppose it completely. I should like to make a passing reference to

another matter, and in doing so I am reinforced by the fact that the Acting President recently gave a ruling to the Hon. Mr. Hart that he was able to make a passing reference to certain matters that he considered should be introduced but that he could not debate them. I desire to make a passing reference to several matters (I will not mention them in detail) brought forward at a local government conference at Owen last month at which the Minister of Local Government was a welcome guest. When the Hon. Mr. Hart was debating this matter the Minister rose on a point of order, and in the course of his comments he said:

If he is truthful, he will say that the resolutions carried at that conference were recommendations to the revision committee.

That is correct, but the recommendations all came to the conference as recommendations for amendment to the Act. When the conference (which was a good one) heard that there was to be a revision committee it accepted the suggestion of the Minister that these things could go to that committee. I believe some people at the conference afterwards had second thoughts, because in matters such as postal voting there are considerable anomalies that should not wait for three or four years to be rectified. I trust that the Minister will not adopt the attitude that there must be no further amendment to the Act until the revision committee makes its report. I believe as much as the Minister does that it is highly necessary for this Act to be revised; I think every honourable member agrees with that. However, it is wrong that we should not be able to introduce any obviously necessary improvement before the revision committee makes its findings. I suggest that the Minister should have another look at this matter, as some improvements are needed. He said that it may take four years for the matter to be completed, and he then said two years. Perhaps we could take the halfway mark and say that it would take three years. These obvious anomalies should be corrected, and I do not think we should leave them until the committee makes its findings. I trust that the Minister will have further thoughts on this. If he takes the attitude that nothing else must be brought into the Act, he may find that he is not Minister when the committee brings in its findings.

The Hon. A. J. Shard: He will be Minister for a long time!

The Hon. M. B. DAWKINS: He may go down in history as a Minister who would not permit any revision of the Act. I trust that he will have second thoughts about this one.

The Hon. S. C. Bevan: I did not say that, though.

The Hon. M. B. DAWKINS: Not in this Council, but the Minister did give the impression that he would not take any more amendments to the Local Government Act. I do believe that the Minister has had second thoughts about it since. In any case, I ask the Minister to consider the suggestions, and with those reservations that I have mentioned I support the Bill.

The Hon. D. H. L. BANFIELD (Central No. 1): This Bill is getting a good airing in this Chamber, and rightly so. Consequently I will not go right through it clause by clause. Clause 11 allows a metropolitan council to expend its revenue for the purpose of erecting residential flats for letting and leasing. Personally, I consider that if a council's financial position is satisfactory (and I have in mind the Adelaide City Council), and if it desires to keep the population in the city there is nothing wrong with this clause; but I consider that a council should not be permitted to assist private enterprise by erecting the flats, as I understand was the desire of the council that asked for this power to be granted under the Local Government Act. However, if the council can do it out of its own funds I do not oppose it.

The Hon. Sir Norman Jude: I hope you have read the Auditor-General's report on the financial position of some city councils.

The Hon. D. H. L. BANFIELD: The position is that I only got it about half an hour ago and I have been in such a nervous state waiting to get on my feet on this Bill that I have not had a chance to read it. If the council does get the right to build flats, and wants to go on with it, I have no doubt that it will attempt to get cheap money from somewhere; possibly by making an approach to the Commonwealth Government, and what the result of that approach will be I do not know.

The Hon. R. C. DeGaris: Do you think that this power should be extended to country councils as well as to metropolitan councils?

The Hon. D. H. L. BANFIELD: I am quite satisfied to give the metropolitan councils a chance—those that have more money than the country councils. If they make a success of it in the city then no doubt the country councils will make a similar approach to the Government for an alteration to the Bill which I am sure this Council will carry unanimously.

With regard to clauses 12 and 13, I can see nothing wrong with the provisions allowing district councils to insure members of councils

against any personal injury arising out of or in the course of their duties. Members of councils do a magnificent job and do it in an honorary capacity. They give many hours of their time in the service of ratepayers and receive very little appreciation or thanks for the valuable services rendered to the community. Surely there is nothing wrong with having these people covered by insurance against personal injury, especially when it arises from performance of their council duties. They should not be expected to meet medical expenses and suffer a loss of wages if anything happens to them whilst doing their duty. If this provision were put into effect, I believe that it would cost the councils a small amount compared with the valuable services rendered by members.

The Hon. Sir Norman Jude said that he could not only smell a rat as a result of this provision but that he could see one in full flight and he said he hoped it would remain in full flight. I cannot understand such an attitude being taken by a man who knows the valuable services rendered by members of councils. He has had many years of handling the Local Government Act, and he would know of the valuable services given by councillors.

The Hon. Sir Norman Jude: That's why I made the remark.

The Hon. D. H. L. BANFIELD: I know that the honourable member made it, but he did not weaken—he considered that the rat should remain in full flight.

The Hon. Sir Norman Jude: I still think so, too.

The Hon. D. H. L. BANFIELD: The honourable member is entitled to his thoughts and I am entitled to mine, and I consider that if anybody should be insured against this kind of thing it is somebody who is working in an honorary capacity in the interests of the community. The remarks of Sir Norman Jude that perhaps they are rats in flight is, I think, most unbecoming, most undignified and most uncomplimentary to the men who work so hard and who receive so little thanks for what they do.

The Hon. L. R. Hart: They do it of their own free will, don't they?

The Hon. D. H. L. BANFIELD: That is right, and, according to honourable members opposite, we must take advantage of it; we must kick them; we must do nothing to encourage them!

The Hon. Sir Norman Jude: Would you know any council that has asked for it?

The Hon. D. H. L. BANFIELD: I don't have to quote anybody. This is a Bill before the Council on which I am entitled to give an opinion. Possibly the Minister himself could cite one. At least he has a heart, more than other hearts in this building.

The Hon. L. R. Hart: You are not referring to me, are you?

The Hon. D. H. L. BANFIELD: I have not mentioned anybody by name. I suggest that this provision about insurance should have been brought in years ago. I do know, for the benefit of Sir Norman Jude, that the Eyre Peninsula Local Government Association was interested in this matter and consequently representations were made to the Minister, who showed some sympathy, and for that very reason brought this provision before this Chamber.

The Hon. Sir Norman Jude: I did not dispute it; I wanted to see if you would quote it.

The Hon. D. H. L. BANFIELD: You should give me time to get around to it. At least I brought the question up. The honourable member asked me if I could quote one council, and I have done just that, so what can he complain of? What more would he want? I answer his question and he is still not satisfied!

Clause 14 of the Bill makes it mandatory for municipal councils to expend the whole of parking meter revenue, and I consider this an essential amendment. Too often the poor old motorist gets taxed on a promise that the money will be spent wisely and in his interests to provide better facilities for him, but frequently we find the tax is on but the promise is forgotten! I have no doubt that the council will put the broadest interpretation on section 290 of the principal Act, and I think that will overcome the fears expressed by the Hon. Sir Arthur Rymill in that regard.

I find myself a little in accord with the Hon. Mr. Dawkins in regard to moieties. I am not happy about increasing moieties from 1s. 6d. to 5s. I appreciate the pressure that must have been put on the Minister to have those moieties increased, and Mr. Dawkins said he could not understand why it did not also apply to moieties on roadways. I believe that pressure was also put on the Minister in that regard, but I am pleased to say—

The Hon. Sir Norman Jude: It is only a maximum.

The Hon. D. H. L. BANFIELD: Yes, but a maximum often becomes a minimum; except on wages, when the minimum becomes the maxi-

mum! It all depends on which way you deal with these things.

The Hon. Sir Norman Jude: It is easy to see that you have not got any sheep. What about the shearers?

The Hon. D. H. L. BANFIELD: I compliment the Minister on going only as far as he did in regard to this matter. The question of whether the increase is 350 per cent or 200 per cent I will leave to the experts to work out. I do believe, even so, that the councils wanted 10s. a foot allowed by the Bill, but I am pleased that the Minister did not go that far. A good case could be made out for an increase in moieties if only for the cost of laying the foot-path or roadway, but I do not think that levying moieties is the right way to deal with this problem. The money should come out of general rates, and the assessments should be made allowing for that sort of work to be done in the various areas.

The Hon. R. C. DeGaris: How about the subdividers?

The Hon. D. H. L. BANFIELD: It is true that somebody has to start somewhere. Just as a gentleman who has been living in a district for 30 years has in some way paid for improvements there, so a new person is entitled to some improvements, too. If he lives in the area long enough, he will pay for them.

The Hon. L. R. Hart: Do you live in an old or a new area?

The Hon. D. H. L. BANFIELD: I am barely existing in an old area.

The Hon. M. B. Dawkins: Haven't you noticed some improvement in your position since March 6?

The Hon. D. H. L. BANFIELD: At least, I have had some notice taken of me. Whether one can call that an improvement I do not know. Finally, in regard to clause 18 of the Bill, I believe that, with the big increase in the popularity of surfboards, councils should be allowed some control over them, if they do not already have it. Apparently, this provision ties that up to make sure that the councils can control surfboards under their by-laws, a necessary amendment. I support the second reading.

The Hon. C. R. STORY (Midland): I rise briefly to touch on two or three points of the Bill. As is the case with other honourable members, I am interested in the words "solely used for religious purposes" in clause 3. Perhaps the Minister will explain them at the end of the second reading debate or in Committee, because I think we need to have them clarified. It was the policy of the previous Government, as announced in its policy speech,

to do something akin to this, if this does what I hope it does. I wonder whether these words could be explained in Committee. That might be better than arguing about it now.

The Hon. R. C. DeGaris: The assessors do interpret this clause differently.

The Hon. C. R. STORY: I agree, but I shall leave my comments on this until the Committee stage rather than detain the Council at this hour. I was interested in the Hon. Mr. Banfield's comments upon the increase from 1s. 6d. to 5s. a foot for the paving of foot-paths, because I have held for some time the same views as the honourable member has. I am pleased to see that he has dropped into my conservative camp on this matter, because the picture often conjured up is that of a very large plutocrat in a Rolls Royce, with a cigar, called a subdivider. This subdivider is often making a fortune, according to all reports. But I point out that, even if this matter is taken to its full limit by the councils, it means that some people will have to pay much higher prices for their blocks of land, or the subdivider (who is, after all, a speculator) will pull in his horns and it will then devolve on the Government or somebody else to provide the allotments for these houses. If this is taken to its limit, it will be a fair slug on people who have two or three blocks of land (which they are justly entitled to have) if they have to find in one lump sum the whole amount. The increase goes much further than I should like to see it go, and about as far as it should go. Any suggestion of anything higher I should be averse to.

Clause 14 deals with power to apply parking meter revenue to car parks. This clause inserts the following new subsection:

(4) Notwithstanding the provisions of this section a municipal council may expend its revenue to which this section applies for all or any of the purposes mentioned in subsection (2) of this section without providing a reserve fund or funds.

The Hon. Sir Arthur Rymill has an amendment on the file. I wonder why we do not just say, "This applies to the Adelaide City Council" and have done with it. After all, at present no other council operates parking meters as that council does. There are many more small municipalities than there are big towns in country areas. Why is it restricted to a municipal council?

The Hon. Sir Arthur Rymill: There are quite a few.

The Hon. C. R. STORY: There are some big towns but they are still district councils. I raise this matter genuinely. At the

moment it is right in the metropolitan area and, when we couple this up with Sir Arthur's amendment, in terms of the control of the Road Traffic Act, it may not be necessary in some areas to have this provision. I ask the Minister to think about this.

The Hon. Sir Arthur Rymill: It is not a major thing in most other areas.

The Hon. C. R. STORY: No.

The Hon. Sir Arthur Rymill: And is not likely to be.

The Hon. C. R. STORY: No, but it is a point worth raising as far as I am concerned.

The Hon. Sir Arthur Rymill: I mean, the revenue in those areas would not be great.

The Hon. C. R. STORY: The revenue available may be just to keep the town flowing.

The Hon. R. C. DeGaris: They may not need parking meters.

The Hon. C. R. STORY: They may not need off-street parking or anything else. I think we should have a good look at this matter. Doubtless, the Advisory Committee will look at it. Clause 17 deals with sewerage effluent disposal schemes and stems from an amendment inserted by this Council in 1963 to enable this type of effluent disposal to be carried out. I have watched the progress of the first of these schemes and must say that it has been a great success. The scheme has been adopted by several other towns, such as Berri and Minlaton.

The Hon. C. D. Rowe: Maitland is looking at it.

The Hon. C. R. STORY: Yes. Clause 17 lays down the drill, so to speak, so that the position is clearly defined in the Act. When Barmera adopted the scheme, it was a matter of agreement being reached each time between the Minister and the council.

The Hon. C. D. Rowe: If the Minister of Local Government took over town planning, it would be of great assistance in this matter.

The Hon. C. R. STORY: It would and, what is more, the present Minister would carry out the office with much dignity. Provisions in Part XXI of the Act deal with borrowing powers. I spent some time on this matter and discovered that nothing is being taken away from the ratepayers under the new section. They will still have the right to have polls in relation to borrowings.

The Hon. S. C. Bevan: Any objection must be considered.

The Hon. C. R. STORY: From what I know of councils, they will certainly exercise their rights. Everybody who has spoken has been

unhappy about Part XXI, and I join that band.

The Hon. R. C. DeGaris: Did the Hon. Mr. Banfield refer to it?

The Hon. C. R. STORY: No. He said some useful things and I agree with him on moieties. I support the second reading.

The Hon. C. C. D. OCTOMAN secured the adjournment of the debate.

TRAVELLING STOCK RESERVE: HUNDRED OF WALLOWAY.

Adjourned debate on the resolution of the House of Assembly:

That the resumption of the portion of the travelling stock reserve, south of section 294, hundred of Walloway, and now numbered sections 340 and 341, hundred of Walloway, shown on the plan laid before Parliament on November 12, 1963, in terms of section 136 of the Pastoral Act, 1936-1960, for the purpose of being dealt with as Crown lands, be approved.

(Continued from September 1. Page 1378.)

The Hon. G. J. GILFILLAN (Northern): I briefly support the motion. During the week-

end I took the opportunity of contacting the people concerned and no objection has been raised in the area to the resumption of this land. In fact, it appears to be most desirable. It is only a small piece of land, about six acres, near the town of Orroroo. The Minister said:

The District Council of Orroroo is seeking this small area for purposes of a swimming pool and for the site of a bore that has supplied water to the town of Orroroo. The Pastoral Board sees no objection to the proposal that this small area be resumed and made available to the District Council of Orroroo for the purpose of a swimming pool.

The bore is already established on the site, as is the swimming pool. It was not realized at the time that the land did not belong to the council. That was an unfortunate oversight and the motion puts the matter right.

Resolution agreed to.

ADJOURNMENT.

At 5.30 p.m. the Council adjourned until Wednesday, September 15, at 2.15 p.m.