place on the cost of running the Trambridge and the potential return from running it? Has this sum of money been put out without a complete investigation by the Government before spending money on the Trambridge?

The Hon. A. F. KNEEBONE: I assure the honourable member that full discussions were held and detailed inquiries were made into the costs of running the Trambridge before it was agreed to purchase the vessel. As I have told the honourable member, the Government will not be taking over the Trambridge until July 1 next year, and therefore no decision regarding freight charges has yet been made. Such a decision will be made at the appropriate time.

POISON

The Hon. V. G. SPRINGETT: On October 19, I asked a question of the Minister of Agriculture regarding the use of a poison named Lucijet for controlling fowls in sheep. Has he a reply?

The Hon. T. M. CASEY: I took up with the Director of Fisheries and Fauna Conservation the honourable member's point regarding "Lucijet", a sheep jetting fluid which is an organo-phosphorus compound, is also being used to poison crows. The Director informed me that last year his department circulated distributors of agricultural chemicals with a warning, stating that the use of organo-phosphorus compounds for pest control was not advisable. The distributors were requested to ask their salesmen to cease advocating the use of organo-phosphorus compounds for other than the ethical purposes for which the products are intended. Ready co-operation was given in reply to the request.

NON-RETURNABLE BOTTLES

The Hon. F. J. POTTER: I seek leave to make a brief statement prior to asking a question of the Minister of Lands regarding the Minister of Environment and Conservation.

Leaves granted.

The Hon. F. J. POTTER: I recently received a letter from the Corporation of the City of Mitchell enclosing a copy of a letter written by the South Australian Mixed Business Association. I can only presume that this letter has been sent to other municipal councils as well. I shall not read the whole letter, but it takes the point that the South Australian Mixed Business Association was most concerned about immediate action being necessary to control the proliferation of soft drinks marketed in non-returnable bottles. The statement continues:

Recently two companies have extended their ranges to include 260z, drinks in non-returnable bottles, and other manufacturers are expected to follow suit within the coming weeks. They point out the extra problems that this will pose for council employes collecting unwanted bottles and also by way of the hazard of broken glass strewn along the beaches. They also suggest that something should be done to ban altogether the sale of soft drinks in non-returnable bottles as an aid to supporting the "Keep South Australia Beautiful" campaign. The letter from the corporation of Mitcham states that the council agrees with the views expressed by the South Australian Mixed Business Association. I know this is a fairly old problem. It has been discussed by Ministers of Local Government and councils for some years. Will the Minister ascertain whether or not it is true that this extension to 260z bottles is imminent and what steps the Minister of Environment and Conservation intends to take in the matter?

The Hon. A. F. KNEEBONE: I shall be pleased to take this honourable member's question to my colleague and bring back a reply as soon as it is available.

FARM VEHICLES

The Hon. J. J. GILFILLAN: Has the Minister of Lands an answer to my question of last week about the definition of "field bins" in the Motor Vehicles Act and the Road Traffic Act?

The Hon. A. F. KNEEBONE: In my reply of November 2, 1971, I reported to the honourable member that my colleague, the Minister of Roads and Transport, had advised that in the interests of road safety, the Road Traffic Board had decided to refuse the issue of over-dimensional permits to allow field bins over 8ft. 2½ins. in width to travel on public roads while transporting divisible loads such as grain and superphosphate. The honourable member stated in his further question on this matter that several such bins are currently available 10ft. to 12ft. in width. I would reply, follows that these bins are capable of holding loads of considerable weight—I am told up to 20 tons in some instances. It is because of this that the board considers it would be unsafe for them to travel with load as it is doubtful whether the braking systems of prime movers generally used are sufficiently efficient to ensure adequate control. Whilst it is not intended to allow loaded bins over the width mentioned earlier to travel on roads, the board will still consider applications for permits for those bins when they are light empty. By subjecting these field bins to permit control, positive safety measures can be implemented by means of escorts where necessary, alternative routes prescribed and suitable hours of travel laid down.

MORPETH VALE SEWAGE

The Hon. M. B. CAMERON: Has the Minister of Agriculture a reply to my recent question about Morpeth Vale sewage?

The Hon. T. M. CASEY: My colleague, the Minister of Works, has informed me that inquiries made at the office of the District Council of Nuriootpa reveal that there is no Aldridge Avenue at Morpeth Vale. It is assumed that the street referred to by the honourable member is Attridge Road. Sewerage of Attridge Road and adjacent streets at Morpeth Vale is included in the approved comprehensive sewerage scheme for the Christie River Basin. This major scheme has had to be constructed over a number of years with progress dependent on Loan funds and resources available. The very wet weather just experienced has considerably delayed progress; however, it is anticipated that sewer work in Attridge Road and other nearby streets should commence in March or April, 1972.

RAILWAYS INSTITUTE

The Hon. C. M. HILL: I seek leave to make a short statement prior to directing a question to the Minister of Lands, representing the Minister of Roads and Transport.

Leaves granted.

The Hon. C. M. HILL: On October 5, I asked a fairly lengthy question concerning matters dealing with the proposed Railways Institute building. In a letter dated October 7 the Minister of Lands replied to me in the following terms:

Protracted discussions have taken place concerning the replacement of the Railways Institute building. The site previously selected adjacent to the present Park has now been abandoned, and a new site is actively being investigated. I have referred the questions which you asked in my letter on the Legislative Council on Tuesday to the Minister for reply.

I cannot find any reply from the Minister of Roads and Transport. Over a month has elapsed, this matter has received considerable press publicity, and it is undoubtedly urgent from the point of view of members of the Railways Institute. I therefore introduce the question again and ask: Has any further progress been made in this matter; secondly, is the Government as yet in a position to say where the new Railways Institute building will be located; thirdly, can we be told when it will be available for occupation?

The Hon. A. F. KNEEBONE: I know some progress has been made and I know, too, that discussions and negotiations have taken place. However, I will take the honourable member's questions to my colleague and bring back a reply when it is available.

REGISTRATION OF DOGS ACT AMENDMENT BILL

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

DOOR TO DOOR SALES BILL

Read a third time and passed.

CATTLE COMPENSATION ACT AMENDMENT BILL

Second reading.

The Hon. T. M. CASEY (Minister of Agriculture): I move: That this Bill be now read a second time.

It is intended to extend the ambit of the principal Act, the Cattle Compensation Act, 1939, as amended, to cover the kind of cattle commonly known as buffalo. Recently, a commercial consignment of buffalo for breeding has been received in this State and, since at times these animals will be run in conjunction with animals already subject to the Act, it seems appropriate that buffalo should also be subject to the Act. Briefly, the effect of this measure is that sales of buffalo will be subject to a levy for the Cattle Compensation Fund and compensation will, in appropriate circumstances, be payable from the fund in the event of buffalo being found to be diseased. This proposal has the support of the relevant industry authorities.

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

MOTOR VEHICLES ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from November 4. Page 2741.)

The Hon. R. C. DeGARRIS (Leader of the Opposition): I support the second reading of this Bill. I do not intend to say very
I believe that clause 3 has been included in the Bill to deal with one case—that of the Walkerville council. A council may take over an area from another council but, in doing that, it takes over a financial responsibility. The provision will permit the council to borrow a sum of money appropriate to the financial responsibility acquired by it when it acquired the new area.

The Bill provides that members of a council can resign if they want to do so. The principal Act provides that a councillor must apply for a licence to resign, but that provision is to be cancelled. That will make it easier for a person to resign for the purposes of contesting another council office. The Bill provides that councils may make available home units and services for the aged and infirm. Clause 25 provides:

The following section is enacted and inserted in the principal Act immediately after section 287a thereof:

287b. (1) A council may expend any portion of its revenue in the provision of dwellings, home units, hospitals, institutions, nursing homes, chapels, recreation facilities, domiciliary services of any kind whatsoever, and any other facilities or services for the use or enjoyment of aged, handicapped or infirm persons.

Whilst some of these provisions are workable in heavily populated areas, I consider that there could be problems in some country areas, for example, where an infirmary is to be added to a home for the aged for a maximum of five or six patients and where often the number of patients in the infirmary may not be more than two or three or perhaps all. However, there would clearly be need for trained staff to be maintained and retained so that they would be present in an emergency to administer nursing needs.

Also, there are added disadvantages in many country areas in which towns are spilling into district council areas. Who takes the responsibility for these homes? Will a home admit only those living in a corporation area that has supplied the funds to erect and maintain the home, or will it accept people living in nearby council areas whose rates have not contributed to the cost of the home? I realize there may be some problems with this clause, but I am certain that we all desire to see the aged, particularly the infirm, well looked after.

Leave granted; debate adjourned.