**TRAVELLING STOCK WAYBILLS ACT AMENDMENT BILL 1947**

**Legislative Assembly, 14 October 1947, page 845**

Second reading

**The Hon. Sir GEORGE JENKINS (Newcastle—Minister of Agriculture**)—The Travelling Stock Waybills Act provides that where stock are driven on the hoof for a journey of 15 miles or more or are conveyed by means of vehicle (other than by railway) within any hundred or where (subject to certain limitations set out in section 5 of the Act) stock are for part of the journey driven on the hoof and for part conveyed by vehicle, a stock waybill is to be held by the person in charge of the stock and this waybill is to be produced on demand to a member of the police force or any other of the persons mentioned in section 6. The purpose of this legislation is, of course, the protection of stockowners by requiring travelling stock to be accompanied by a waybill sufficiently describing the stock and thus rendering the movement of stolen stock more liable to detection than would otherwise be the ease.

Although the Act applies to any stock conveyed for any distance by a vehicle (other than by railway) within hundreds, the Act does not apply to the conveyance of stock by sea or air. If stock is driven on the hoof for 15 miles or more, a waybill must be supplied but if stock is driven for less than this distance and then shipped by sea or air for a considerable journey no waybill is required. Stock is frequently carried by sea within the State and the carriage of stock by air is developing and, if the purposes of the Act are to be fulfilled, it follows that the Act should be extended so as to apply to carriage of stock by these means. The Bill accordingly provides that a waybill is to be provided for stock carried by sea or air from any place in the State to any other place in the State.

The original Act was introduced at the instigation of the Stockowners’ Association of South Australia to combat sheep stealing, which at that time was very prevalent. It was extremely difficult to trace a few sheep that might be taken from a flock here and there, because it was a very easy matter for a man with a motor lorry and a good sheep dog to round up sheep in a corner of a paddock and shift them to the nearest market; or his own paddock if he had one, if lie so desired. Consequently, the waybills legislation was designed so that anyone moving stock by lorry or other means would have to show a waybill from the owner of the stock setting out a description of the sheep he was carrying, their destination, and the brands upon the stock. The legislation applied not only to people moving other persons’ stock, but to people moving their own stock. There have been a number of prosecutions under this Act in more or less recent months. I think the Act dropped more or less into disuse because people became careless in carrying out its provisions. I assure members, so far as the Act is concerned, that it has not been administered in any bureaucratic manner, but with the idea of ensuring that the provisions of the legislation shall be reasonably adhered to by those in whose interests it was introduced in the first place.

Mr. Michael—Has there been less stealing because of the legislation?

The Hon. Sir GEORGE JENKINS—It is hard to prove that, but it does make sheep stealing more difficult. People have suggested to me that the provisions of this legislation might be tightened up more than at the present time, in order to ensure that there should not be the danger of sheep stealing that there is now. This legislation is designed for the express purpose of protecting the stockowner himself and there has been no attempt to administer it capriciously. I move the second reading.

The Hon. R. S. RICHARDS (Wallaroo—Leader of the Opposition)—It is not my intention to delay the passage of this Bill. If the original legislation was necessary, and if it has worked admirably in the direction stated by the Minister of Agriculture, it must be obvious that it is necessary to have some provision for the removal of stock by sea and air. I can see no good reasons from my examination of the original Act for retarding the progress of the Bill.

Mr. LYONS (Rocky River)—I add my blessing to the words of the Leader of the Opposition. This Bill is necessary to provide for the carriage of sheep by air and sea. There have been considerable losses of stock by farmers in the past, and anything that can be done by way of legislation to reduce such losses will have my support. I support the Bill.

Mr. FLETCHER (Mount Gambier)—I add my wholehearted support to this Bill. Modern methods of transport require modern legislation. The Act worked successfully in the past, and this is an amendment to keep abreast with the times.

Mr. DUNN (Stirling)—I should like to see this measure taken a little further. At the present time anybody can write out a waybill and collect the sheep. I would like to see the owner’s name printed on the waybill and anybody found with the sheep on another bill would be liable. Today a person can sign a waybill, collect a quantity of sheep, and he is not breaking the law. There would be more protection for the owner if his name were printed on the waybill.

Bill read a second time; taken through Committee and reported without amendment.