

HOUSE OF ASSEMBLY.

Tuesday, July 27, 1954.

The SPEAKER (Hon. Sir Robert Nicholls) took the Chair at 2 p.m. and read prayers.

ASSENT TO ACTS

His Excellency the Governor, by message, intimated his assent to the Appropriation (No. 1) and Supply (No. 1) Acts.

CONSTITUTION ACT AMENDMENT ACT (No. 2).

The SPEAKER—I draw attention to the proclamation in the *Government Gazette* of June 24, 1954, notifying Her Majesty's assent to the Constitution Act Amendment Act (No. 2), 1953, which had been reserved for the signification of Her Majesty's pleasure thereon.

QUESTIONS.

GOVERNMENT EMPLOYEES' RENTS.

Mr. O'HALLORAN—About a fortnight ago a statement appeared in the press that the rents of about 4,000 houses owned by the Government and occupied by Government employees in various parts of South Australia were being reviewed. Can the Minister of Lands, as Leader of the House in the absence of the Premier, say whether the statement indicates that there is to be a general increase in the rents of houses occupied by Government employees in this State?

The Hon. C. S. HINCKS—A review has been made of some cases and it will be continued until all cases have been considered. A report will then be available and I will ask the Premier to make it available to the honourable member.

SHOOTING OF LIVE PIGEONS.

Mr. FRANK WALSH—I direct my question to the Minister of Lands, acting Leader of the Government and representing the Minister of Agriculture, who is absent today. It concerns a document entitled "The Case against using Live Birds as Targets for Shooting Matches." A petition contained in the document is signed by some electors in certain electoral districts that I desire to quote.

The SPEAKER—The honourable member would not be in order in reading the petition without tabling it, and, if it is tabled, it must bear the certificate of the Clerk.

Mr. FRANK WALSH—I discussed this matter with the Clerk, Mr. Speaker. This is not a petition to Parliament, and consequently I did not desire to lay it on the table.

The SPEAKER—Then the honourable member may only quote from it very briefly.

Mr. FRANK WALSH—The document is signed by electors in the electoral districts of Gumeracha, Glenelg, Burnside, Port Pirie, Mitcham, Norwood, Unley, Hindmarsh, Prospect, Adelaide, Port Adelaide, Semaphore, Torrens, Goodwood, and Thebarton. Can the Minister indicate whether the Government intends to introduce legislation to prohibit the use of live birds for target shooting as at present practised?

The Hon. C. S. HINCKS—I will convey the honourable member's question to the Minister of Agriculture and get him to bring down a considered reply.

SALISBURY WATER SUPPLY.

Mr. GOLDNEY—For some time work has been in progress on an improved water supply for Salisbury and district. Can the Minister of Works say what progress has been made on that work and when its completion may be expected?

The Hon. M. McINTOSH—The work of joining the new 12in main with the existing trunk main service will be completed some day this week—probably Thursday—and that will give Salisbury and the Housing Trust area a considerably improved pressure. However, you cannot have omelets without cracking eggs, and water supplies in the Salisbury district may be cut off for some time on Thursday; but that will only be a sign of better things to come.

GAWLER SEWERAGE SCHEME.

Mr. JOHN CLARK—On June 9, in response to my question, the Minister of Works intimated that, although a scheme for the extension of sewerage facilities to Gawler had been referred to the Public Works Committee in 1949, it had not been reported on. Will the Minister inform me whether it is the normal practice of the committee to take so long before bringing down a report and whether he knows why this report has been delayed so long?

The Hon. M. McINTOSH—The Public Works Committee is essentially a non-Party committee constituted under the authority of Parliament, and I have no power concerning its activities or reports. I suggest that the honourable member direct his question to the Chairman of the committee when he is in the House.

VICTOR HARBOUR CAUSEWAY.

Mr. WILLIAM JENKINS—Recently I made representations to the Minister of Marine regarding the Victor Harbour causeway. Can the Minister say whether the money required for repairing the existing causeway has been provided by Cabinet or whether anything has been done about the building of a new one?

The Hon. M. McINTOSH—Following on the honourable member's representations and a visit of inspection by an engineer from the Harbors Board, the department has reported that the causeway between the mainland and Granite Island is in such a bad state of repair that it will require either complete rehabilitation or replacement. Reports from the Board's engineers indicate that the structure is unsafe for vehicular traffic such as the horsetram, and danger to the public also exists in some sections should dense crowd loading occur. Cabinet has been advised that the restoration of the causeway could be carried out by one of the following methods:—

1. Rehabilitation.—A considerable amount of repiling and stumping of existing piles would be required together with the renewal of all girders and decking, 50 per cent of the crossheads and 25 per cent of the braces. The estimated cost, including 10 per cent for contingencies, would be £50,600, of which £26,072 would be for materials.

2. Replacement—

(a) In timber £100,000 (approximately).

(b) In the form of a solid stone structure £170,000 (approximately).

Mr. Meyer, the General Manager of the Harbors Board, reports:—

Apart from financial considerations, a solid structure would require careful investigation from an engineering viewpoint, and it may be found desirable for the centre portion to be left open to permit the free movement of seaweed, etc.

Cabinet considered that report and, having regard to the great value of this amenity to Victor Harbour and to the State as a tourist attraction, the Government has approved of repairs being carried out and the work will proceed forthwith. A sum of £25,000 will be placed on the Estimates this year towards it.

PORT ROAD TRAFFIC.

Mr. HUTCHENS—Recently the Highways Department widened the uptrack on the Port Road and the completed section is now awaiting topdressing. I compliment those responsible for the organizing of the work, as it was carried out in the shortest possible time with the greatest amount of organizational efficiency. Although it has cost taxpayers a considerable

sum, the widened highway will carry an ever-increasing stream of traffic. Since the work was done the Hindmarsh council has lined the road, making it necessary for motorists to park on the down track. Because of this, motor lorries which park at the side of the road in compliance with the council's instructions have their rears projecting into the traffic lane. This creates much danger, as the vehicles take up a certain portion of the road which was intended, in my opinion, for the benefit of moving traffic. In order to give the utmost space possible for moving traffic, will the Minister of Works, representing the Minister of Roads and Local Government, ask his colleague to consider the advisability of bringing down legislation providing for some uniformity in parking or ranking on highways so that the greatest possible space on roads may be reserved for traffic?

The Hon. M. McINTOSH—As the question involves a matter of policy it is usual to ask for notice to be given, but I shall take the inquiry as being on notice, confer with my colleague and have the matter considered by Cabinet. I think the honourable member rightly concludes that this question may need an amendment of the Act because, in general terms, roads are under the control of the council through which they pass. However, the matter will be considered.

POORAKA SEWERAGE.

Mr. JENNINGS—The Minister of Works will recall that I have been in correspondence with him for some considerable time about the sewerage of Pooraka. Has he now any definite information to give?

The Hon. M. McINTOSH—Preliminary investigations were made following on representations by the honourable member, and it was found at that time that the state of development there was such that the cost would be very great in relation to the number of houses that would be served, and that the diversion of men and materials to that work from other work of higher priority could therefore not be justified; but following upon his further representations and a petition I will ask the engineer to make a further inspection to see what further development is likely to occur in the immediate future. Immediately his report is received the matter will be considered by Cabinet and, if the circumstances warrant it, a scheme could then be prepared for consideration by the Public Works Committee.

PAYNEHAM TRAMLINE.

Mr. DUNSTAN—There is only a single tram track along a portion of the Payneham tramline on the northern side of the road and, in consequence when motorists are travelling east at night often a tram travelling west seems to be going in the other direction. There have been two fatal accidents in the last two years and innumerable minor mishaps owing to the misunderstanding occasioned to motorists because the tram looks precisely the same whichever way it is going. Will the Minister of Works approach the Tramways Trust to see whether some special warning device can be placed upon trams on this line to avoid accidents in the future?

The Hon. M. McINTOSH—I will take up the matter raised and bring down the trust's considered reply as early as possible.

SOLDIER SETTLEMENT SCHEME.

Mr. STOTT—I understand there are about 90 or 92 applications for land in regard to the balance of the Loxton soldier settlement scheme. Can the Minister of Repatriation say when the applications will be finalized and land allocated?

The Hon. C. S. HINCKS—I think the honourable member is referring to the new area in the Lyrup district. Most of the information necessary has been obtained, and we are now waiting on the engineers' report. They submitted one which was returned to them again last week for further information. We expect to have it back in a fortnight and by the end of August we may be able to refer it, providing everything is satisfactory, to the Land Settlement Committee. Following on that committee's recommendation it will be forwarded to the Commonwealth Government for approval.

MARINO LINE TIME TABLE.

Mr. FRANK WALSH—Recently I received a request signed by 86 employees at the Islington railways workshops in which they stated that they arrive at the Adelaide station at 4.50 p.m., but have to wait for a train, in some cases, until 5.18. I took the matter up with the General Traffic Manager of the South Australian Railways, but could not prevail upon him to run another train from Adelaide at about 4.55 p.m. The Traffic Manager informed me, amongst other things, that in view of the number of trains leaving the Adelaide railway station for the south line it was not practicable to increase the service until the Adelaide-Marino duplication had been completed. In the interests of the employees at

the Islington workshops and the greatly increased travelling public resulting from the extraordinary housing development in the south-western suburbs, will the Minister of Works see if he can prevail upon the Railways Commissioner to provide another train at about 4.55 p.m., and also ascertain when the duplication of the line will be completed?

The Hon. M. McINTOSH—I will take up the honourable member's representations with the Minister of Railways. I am sure he will be glad to confer with the Railways Commissioner, who would desire to give the service if he could, and when the report is received I will make it available to the honourable member.

JUVENILE DELINQUENCY

Mr. TAPPING—An extract from the *Sunday Advertiser* of July 24 states:—

Four boys, aged from 14½ to 17 years, have been arrested at Semaphore in little over a month on charges of drunkenness. It was reported that the aim of a recent police drive was to check the behaviour of up to about 50 teenaged boys and girls who had been gathering at Semaphore at week-ends during the past couple of months. They were reported to have come from various suburbs as far away as Prospect and from the city.

Will the Minister call for a police report and ask the Commissioner of Police to consider having a woman police officer in attendance at Semaphore at week-ends until the position improves?

The Hon. C. S. HINCKS—I read reports of these disgusting, almost degrading, happenings in the Semaphore district. I shall be most happy to take up the matter with the Chief Secretary and obtain a report.

ELECTRICITY TRUST METER RENT.

Mr. TAPPING—A report in the *Mail* of July 2 referred to the sound position of the Electricity Trust and suggested that, as a consequence, a reduction in charges would be made to consumers. In view of the satisfactory financial position of the trust will the Minister of Works confer with the trust and suggest dispensing with meter rent?

The Hon. M. McINTOSH—The question of how any profits or savings can be passed on to consumers is one of high priority, to be determined by the trust itself. Doubtless it will have considered the question of meter rent but whether that would be the wisest course is for the trust, with its knowledge of the whole of the facts, to decide. I will transmit the question to the trust and bring down a reply.

WATER SUPPLY FOR PETERBOROUGH AND TEROWIE.

Mr. O'HALLORAN—On June 3 I asked the Premier a question about a proposal to extend the Murray pipeline to Peterborough from Jamestown. Has the Minister of Works, in the Premier's absence, any information on that matter?

The Hon. M. McINTOSH—Knowing that the honourable member intended to ask this question I prepared a considered statement which, with the permission of the House, I will now give. The Government has already spent an additional £130,000 on the pipeline Spalding to Jamestown to provide pipes of sufficient capacity to enable an extension to be made to Peterborough and Terowie. The estimated cost of this extension when reported upon by the Public Works Committee in 1947 was £206,000 apart from the estimated cost of the larger main to Peterborough. The revised cost based on present-day prices for materials and labour is £541,750 in addition to the £130,000 already expended. Since the Public Works Committee's report was furnished a marked change has occurred in the economics of steam locomotives against diesel locomotives. The savings effected with the limited number of diesel trains already in operation are such that the Government has decided to use diesel locomotives wherever possible as soon as the units can be procured. These of course would not need the large quantities of water required by the locomotives now in use and this would result in a considerable reduction in the volume of water used at Peterborough, especially for railway purposes.

The Government is already constructing £16,000,000 worth of water and sewer works and, with the labour and materials available, this programme would take three years to accomplish. Instructions have been given however, to the Engineer-in-Chief to examine requirements of Terowie and Peterborough and the intervening areas with the object of seeing whether a modified scheme can now be approved in the light of the altered circumstances of the locomotive railway requirements. Mr. Dridan has been asked to give this proposal the highest priority short of interfering with works already in hand, and as soon as his report is available I will make it available to the honourable member.

MOUNT GAMBIER RAIL SERVICE.

Mr. CORCORAN—I understand from a non-official source that it is the intention of the Railways Department to replace the daily rail service from Adelaide to Mount Gambier and

from Mount Gambier to Adelaide with Budd railcars. Is that statement correct and, if so, what reduction in travelling time—at present it takes about 11 hours—will result?

The Hon. M. McINTOSH—I now have no knowledge of the railways programme but I will confer with the Minister of Railways and bring down a reply in a day or two.

SOLDIER SETTLERS' COMMITMENTS.

Mr. O'HALLORAN—The Minister of Lands was reported in the press to have said when addressing a conference of the Returned Soldiers League recently, that 92 per cent of soldier settlers had met their commitments to the department in full and that the majority of the remainder had paid half or more. Are we to understand from that that 92 per cent of ex-servicemen settled on the land in South Australia have met their capital indebtedness in full or that they have met their annual commitments in full?

The Hon. C. S. HINCKS—The Leader is correct in his second assumption. What I said was that 92 per cent of those who had been allotted blocks had met their annual commitments.

EMERGENCY HOUSES.

Mr. HUTCHENS—(on notice)—

1. What number of houses have been built under the emergency housing scheme?
2. How many were built for use by Government employees?
3. What amounts, if any, were used to construct emergency houses from moneys voted to Government departments?
4. How many emergency houses are actually occupied by Government employees?
5. How many applications for emergency houses lodged with the South Australian Housing Trust are awaiting allocation?

The Hon. C. S. Hineks, for the Hon. T. PLAYFORD—The replies are:—

1. 2,282.
2. 328.
3. None, all expenditure on emergency dwellings was from money voted for expenditure by the Treasurer.
4. The South Australian Housing Trust does not possess this information. To obtain it, it would be necessary to make an inquiry of all the tenants of emergency dwellings.
5. Approximately 7,000 applications are outstanding, of which it is estimated approximately 6,000 are effective. However, most applicants for emergency dwellings have also applied to the trust for other classes of accommodation.

REPORTS OF PUBLIC WORKS COMMITTEE.

The SPEAKER laid on the table reports by the Public Works Standing Committee (together with minutes of evidence) on the following projects:—Cowell water supply improvement, Kingscote port improvements, Hectorville primary school, Plympton infant school, and Dover Gardens primary school.

Ordered that reports be printed.

ADDRESS IN REPLY.

Mr. DUNKS (Mitcham) brought up the following report of the committee appointed to prepare the draft Address in Reply to His Excellency the Governor's Speech:—

May it please Your Excellency—

1. We, the members of the House of Assembly, express our thanks for the Speech with which Your Excellency was pleased to open Parliament.

2. We assure Your Excellency that we will give our best attention to all matters placed before us.

3. We earnestly join in Your Excellency's prayer for the Divine blessing on the proceedings of the session.

Mr. DUNKS (Mitcham)—It is a great honour to me to be asked to move the adoption of the Address in Reply to the speech with which His Excellency the Governor opened Parliament. It is exactly 19 years since I had the opportunity of previously moving in this way. It was two years after I had been elected to the old multiple electorate of Sturt. I said at that time I considered it a great privilege and honour for any member to be asked to move the adoption of the Address in Reply, the debate on which is a valuable part of our Parliamentary procedure, although some people say it is a waste of time. It gives us an opportunity to express our thanks to the Governor for opening Parliament, to assure him of our attention to business, and to join with him in asking for Divine blessing on the affairs of the House. It does also other things that are invaluable to the individual member. For instance, it gives him the opportunity, and I shall take advantage of it today, to thank the Government and the Parliament for what they have done, particularly in the last 12 months. If I have the time I shall thank Parliament for what it has done over many years. The Address in Reply debate provides an opportunity to criticize Government action. It is possible for a Government member to be critical of the Government.

Mr. O'Halloran—It is possible, but not politic.

Mr. DUNKS—On more than one occasion I have opposed the Government and spoken against several matters introduced by it. A member has a responsibility to his electors and on any matter introduced in this House, whether by the Liberal or Labor Party, he has the right to express his views. If that were not so I would not want to be a member. The Address in Reply debate presents an opportunity for a member to bring forward matters which he thinks should be attended to in his district. It will be said that that is parochial, and so it is, but there is the opportunity for the member to bring matters forward.

My first thoughts today are in regard to the Royal Tour of Australia. It was a wonderful thing for the people of the State, which is only 118 years old, and the progress made during that period has been phenomenal. There was a great joy amongst our people at being able to see Her Majesty in person. Probably thousands of people in the State, and many members of this House, have lived through the reigns of five or six monarchs, but few have had the opportunity to see them in person. The visit provided a wonderful chance for our young children, particularly those of school-going age, to be in close proximity to Her Majesty. Some said that she smiled at them as she drove past. What a thrill that must have been! The older people had the chance to see the Queen and many had the glorious opportunity of being in her company, conversing with her, and in some instances having the honour of shaking her hand. I join with the Governor and Government in extending congratulations to all people and organizations responsible for the preparation of the various functions held during the visit to South Australia. I went to the extent of writing to several of these organizations. The letters were in my own handwriting and I indicated my thoughts on what they had done. Foremost amongst them were the Police Department, the Education Department, the Tramways Trust and one or two others. The police conducted themselves to the credit of the department and the State. I have seen nothing better than the children's demonstration at the Wayville Showgrounds. It was a credit to the Education Department and to the children who took part. I had the pleasure of sitting not far from Her Majesty and the Duke of Edinburgh and, unless I have made a great mistake, they did not come just to look and listen. If one could judge by the animation on their faces, they enjoyed every minute of the demonstration.

Mr. Stephens—That applied to everyone else who was present.

Mr. DUNKS—Everyone else present enjoyed the demonstration and admired the children for their behaviour and the way they performed. We have a new Minister of Education and a new Minister of Local Government, Railways and Roads. We have also appointed a new Minister of Agriculture in the place of Sir George Jenkins, whom I congratulate on the excellent work done whilst in office. It was not an easy period for any Minister to be in office, particularly a Minister of Agriculture, but Sir George did an excellent piece of work. He endeared himself to all of us, and, judging by the resolution carried at a conference held a few days ago thanking him for his work, Sir George was popular and appreciated, not only in this House, but amongst the public in general.

Mr. O'Halloran—To what public conference do you refer?

Mr. DUNKS—An important conference of very important people, and I understand that some Agricultural Bureaux have carried similar resolutions. Indeed, I believe the Minister was admired just as much by the Leader of the Opposition as by the humble Chairman of Committees and the general public. The Minister of Education has been my friend for a number of years, and I am sure that the transfer to this House of the Education portfolio will have much more effective results than its remaining in another place, which necessitated questions asked in this House being passed on by another Minister. I will refer to certain educational aspects in my electorate, and I trust that the Minister will still be Minister of Education when my suggestions are brought to fruition. The knighthood recently conferred on Sir Lyell McEwin was a richly deserved honour which he will carry well. In this case, too, the honour was an indication of his value to this State.

Last Friday many members had the opportunity, at the invitation of the Government of attending the opening of the power house at Port Augusta, and, when I was thinking of what I would talk about this afternoon, His Excellency the Governor, in his speech on that occasion, gave me a text when he said that the early development of South Australia was made possible by the pioneers and that the erection of a power station that would reticulate power over practically the whole of the State was yet another indication of the pioneering spirit of the people of this country. I thought I might build my speech to some extent on those words, for it is well to remember the system

under which this State was set up. Honourable members know—though very few of the public do—that Edward Gibbon Wakefield was responsible for the colonization of South Australia. After much effort he was able to induce both Houses of the British Parliament to pass an Act providing for the appointment of a Commission to sell land in this State. An area of 134 acres of country land and one acre of city land was sold for £81, and, in view of the soaring prices of land in the country and city today, one wonders what profit was made by those fortunate enough to buy at that time.

Mr. Heaslip—Some lost all they had.

Mr. DUNKS—That is true generally of private enterprise where the investor risks going broke.

Mr. Stephens—In other words, you gamble on it?

Mr. DUNKS—I am not a member of the Trotting League or any such organization, so I do not know much about gambling; but in life generally some people who speculate in the hope of success see their hopes vanish, and they fail. Besides Wakefield, George Fife Angas did much to help in the colonization of South Australia, although his name is probably not linked, in the minds of member or the public, with the colonization scheme. The district of Angaston was named after him, and today an honourable member represents the district of Angas that perpetuates his name. When originally appointed, the Commission guaranteed to sell a certain amount of land and have a certain sum available, but unfortunately it could not sell the area stipulated, and Angas came to its assistance and told it that, if he could have an option over an area of land of sufficient value to fulfil the guarantee, he would form a company in London. This he did, calling it the South Australian Company, and what a wonderful part it played in the early development of South Australia! Angas played a wonderful part in bringing out German settlers to South Australia to develop the Barossa Valley, now known as the "garden of the State." That garden is an instance of the desert blossoming like the rose. To Wakefield and Angas must go much of the credit for what was done in the early days of this State.

Let us visualize the trip from the old country in the 1830's: 12,000 miles by sea in ships that today would be classed as tramps. People who go to Port Adelaide or the Outer Harbour see ships that are much better than those in which our pioneers travelled. Try to visualize the conditions under which our pioneers lived on

the journey. They came here in sailing ships of small dimensions with no refrigeration or other facilities that we know today. They called at very few ports on the way out and had to rely on preserved meats and vegetables for their food supply. What a journey! What heart they had! The first pioneers landed here in the summer, in December, 1836, and had to carve their way through the virgin wood. There is not much virgin bush left today.

Mr. Davis—You wouldn't know. You never go into the country.

Mr. DUNKS—Those who can remember where the virgin bush was and where the big trees were realize what had to be done by our pioneers in finding their way and can imagine the difficulties that had to be overcome. I understand there was no native animal that could be used for transport purposes. Further, there were no native animals in any quantity suitable for providing food or clothing for white people. There were no vegetables, except those suitable for aborigines. When I was pondering over the difficulties our pioneers had to face it occurred to me that there was nothing from which our pioneers could make alcohol. What a disaster if that should occur today!

We have recently seen Her Most Gracious Majesty, Queen Elizabeth II. Her great-great-grandmother, Queen Victoria, was on the throne when this State was in its infancy. I think that in those days she was called the Empire Builder. South Australia developed greatly during her reign. I wonder whether our Queen, when she travelled through Victoria Square, linked up the name of that square with the name of the Queen of England in the early days of South Australia and said to herself, and probably to the Duke of Edinburgh and others with her, that the name of the square commemorated the life of her great-great-grandmother. Let us recall the names of those that came out to South Australia with the first commission. There was Governor Hindmarsh, and later Governor Gawler. Colonel Light was the first Surveyor-General. I have already referred to Angas and Wakefield. Then there was Gouger, and many others, who laid the foundations of the State. Longfellow wrote:—

Lives of great men all remind us
We can make our lives sublime
And, departing, leave behind us
Footprints on the sands of time.

The great men that came to South Australia in the early days definitely left their footprints on the sands of time. The opening of the

power station at Port Augusta last Friday was another indication to me of the further progress that the State has made, but the great men of the past laid the foundation. In carving their way through the virgin bush they had to build houses with the material available to them.

Mr. Hawker—The Housing Trust had not been established.

Mr. DUNKS—Quite so. They could not go to the trust to have their rents fixed or have houses built for them. They had to build houses and roads themselves. Even today, with our modern equipment, we know the difficulties of providing water supplies, but they had to provide their own supplies. Further, they had to provide a transport system. Of course, in the early days bullock waggons were used almost exclusively. The member for Port Pirie said that I would not know much about the bush, but I have been far enough into the bush of this State and of Victoria to know as much as he does. I know what slow transport the bullock waggon provided. Then horse transport was used largely. Then the railways were laid and, in the metropolitan area, the trams were introduced, followed later by trolley and diesel buses and other systems of transport. Aeroplane services have been established and I suggest that, not only in the metropolitan area, but in some country districts, before we are many years older the helicopter may be playing an important part in our transport system. I hope that helicopters will not come under the control of any particular organization, such as the Transport Control Board, because I believe we have gone as far in that direction as we should. We do not want any more restrictions on transport. Transport is very costly to both primary and secondary production. Last night I read Goldsbrough Mort and Company's annual report. It is very illuminating, and shows the amount of wool clipped in the last 12 months and refers to the cost of transport. It stated that the cost of transport in Australia was higher than in any other country in the world, and that this had been brought about largely by the long distances here and by restrictions placed on road transport.

Mr. O'Halloran—In what respect does road transport control penalize producers?

Mr. DUNKS—I am sure that the managing director of Goldsbrough Mort would be quite prepared to substantiate what he said if the honourable member referred his question to

him. Paragraph 11 of the Governor's Speech states:—

The Government adheres to its policy of improving the State railways, which are still a vital factor in our transport system.

From time to time I have heard criticism of the railway service between Adelaide and Port Pirie, but last Friday I travelled in a train to Port Pirie and it was a train of which anybody could be proud. I do not know how the people of that city can complain about the trains serving them.

Mr. Davis—We don't have a special train every day.

Mr. DUNKS—The Governor's Speech continues:—

Good progress has been made in converting the Mount Gambier-Millicent line to broad gauge and in completing the ancillary work on the broad gauge line from Wolseley to Mount Gambier.

I congratulate the Government, and Parliament, on accepting the Commonwealth Government's proposals that we should standardize the gauges in South Australia, especially as the Commonwealth is prepared to meet some of the cost. In the early days of this State there were no roads, only tracks cut through the bush, but the roads were improved as time went on. Tracks were built up and water tables were made on the sides for drainage purposes. Later, the roads were metalled and rolled. Road users then said to themselves, "What a wonderful improvement!" but we would not be satisfied with them today. Then the Bratten road was invented and many such roads were laid, on the West Coast particularly. However, I think they were somewhat dangerous, particularly if motorists cornered at any speed, for they were likely to skid on the loose surface. Still later, our roads were sealed with bitumen, but the great disadvantage of bitumen is its cost.

Mr. O'Halloran—None of the roads in my district has been sealed.

Mr. DUNKS—Wherever you go you will find roads that are not perfect. We have made great progress in road building, but bitumen costs dollars. Will the day arrive when we may decide that we must use materials produced in South Australia, particularly cement? It may be that when we overtake our requirements of cement for house and factory building we shall use it for road construction. Some persons may be induced into the cement industry.

Mr. O'Halloran—Is the Government considering establishing a cement works?

Mr. DUNKS—I do not know. It is not necessary for the Government to establish such works because if there were a profit in any industry and an outlet for production private enterprise would operate, particularly if men could be obtained for employment in those industries. In the Governor's Speech reference was made not only to roads but to bridges. It is a disgrace to this State that whilst we have gone to all the trouble of providing really good roads for modern quick-moving motor traffic we have failed to provide effective means of crossing the River Murray, but still rely on a system similar to that used by blackfellows in the early days of colonization. The time is long overdue when one more bridge at least should be erected over the Murray, not only for interstate traffic but for the benefit of those who reside in the vicinity. At present, people who wait hours to cross the Murray are charged for the great privilege—or should I say agony—of being transported across by out-of-date punts. If they were required to pay three times as much to cross by bridge they would be quite happy. The amount received from such a system would assist materially in meeting interest payments on the construction of a bridge. From a defence point of view it is essential that troops be transported as rapidly as possible. The movement of troops from South Australia to the eastern States or from the eastern States to South Australia or Western Australia would be greatly facilitated by a bridge.

The Hon. M. McIntosh—About 99 per cent of interstate traffic passes over bridges across the Murray at present.

Mr. DUNKS—But is should not be obliged to travel hundreds of miles further to bridges. If we build good highways to the river we must, of necessity, build bridges. I prophesy that within 10 years, if the Minister does not alter his decision about bridges, someone else will do something about it. In His Excellency's Speech reference was made to interest-free loans to local governing bodies to purchase plant and machinery for work in their own districts. I think that economically that is wrong. The world generally has proved that if a group of people can work together with a certain amount of plant they can do what is required much better than individuals trying to carry out similar work. I suggest that this work could be done more cheaply, efficiently and quickly by private enterprise. There are big firms in South Australia with extraordinary plant which could carry out in a few weeks work which takes councils months to do. I

instance what has been done by private contractors in the removal of tramlines and in the subsequent building up of the road.

Mr. O'Halloran—Was the road which was built up a success?

Mr. DUNKS—I understand so.

Mr. O'Halloran—I have been informed to the contrary.

Mr. DUNKS—I should think it would have been a success because private contractors are specialists in such work. Some private contractors have their own quarries or, if not, have recourse to the quarry owners and raw material is forthcoming. I have been told that some councils in the metropolitan area have been held up for days because of non-availability of raw material.

Mr. O'Halloran—Are you suggesting that that is being done to force councils out of business so that private contractors will get the job?

Mr. DUNKS—I would not like to think that any quarry owner would withhold supplies so that private enterprise could get the work.

Mr. O'Halloran—If private enterprise can get materials and councils cannot there must be something wrong.

Mr. DUNKS—I think what is wrong is that, as in all business, the regular purchaser gets preference. The same applies to cement and galvanized iron supplies. Big builders who are regular customers can obtain their requirements, whereas persons requiring small amounts cannot. It is my intention to refer to primary production in South Australia and I assure interjectors who may think that I know nothing about primary production, that I was brought up on a farm in the old days when it was difficult to make a profit and when the Government did not come forward and establish wheat, honey and egg boards, and other organizations for the benefit of primary producers. Fortunately, I was able to get out.

Mr. Davis—Where were you farming?

Mr. DUNKS—Within five miles of the Dookie Agricultural College in Victoria. It was 135 miles from Melbourne and about 17 miles from the branch line from Shepparton. I assume that early primary production in South Australia was related to wheatgrowing, and it is interesting to note, from the Governor's Speech, the progress which must have been made in the intervening years. The wheat harvest in 1953-54 totalled 29,000,000 bushels, but what astonished me was that the barley industry produced 28,000,000.

Mr. Pearson—That quantity was marketed and does not take into account the amount retained for food.

Mr. DUNKS—I would have thought barley production to be about half the wheat production. The wheat industry has been established a long time, but the barley industry has probably not been as prosperous over the years, yet its production is almost as great as that of the wheat industry. This is surprising, particularly as there has always been a ready market for wheat, which is the foundation of stable food, not only in this country, but in all the nations to which we supply wheat and flour. As a mineral producing State South Australia has lagged a long way behind most other States. We have had no gold production in large quantities and our silver production has been almost nil. It was only the copper mines of the early days that gave us any mineral production. However, in recent years we have made some progress. Most of it was due to legislation introduced in this House for the development of the Leigh Creek coalfield for which we should give full marks to our Premier. Since then we have had development of our uranium deposits.

Mr. O'Halloran—Neither of these developments was brought about by private enterprise.

Mr. DUNKS—I did not even vaguely suggest that it was.

Mr. O'Halloran—You said previously that private enterprise should do all these things.

Mr. DUNKS—No. Later I shall show the Leader of the Opposition what private enterprise has done. I am not saying that private enterprise developed the Leigh Creek coal field and our uranium deposits. By private enterprise the Adelaide Electric Supply Company laid the foundation for the great organization we now have for the reticulation of electricity throughout the State, and for the building of the big power station at Osborne and the regional station at Port Augusta. Paragraph 17 of the Governor's Speech states:—

My Government has continued its policy of aiding and encouraging the development of the mineral industry. The success of this policy is again shown by the value of the State's mineral production which has been maintained at the record figure of £8,000,000 a year.

If members want to know the production value of minerals when the Liberal Party first assumed office they can find it in the *Year Book*. Proved reserves of coal at Leigh Creek are 53,000,000 tons. If we use 2,000,000 tons a year for our power stations, industries and domestic purposes, we have about 26 years'

supply of coal at the field, but I prophesy that within 20 years we shall be producing electricity from uranium. I gather that the uranium will provide the heating power that we shall get at an economic figure and then we shall be able to produce electricity cheaper than we can today. Then we shall not need Leigh Creek coal. The Governor also said that at Radium Hill the equipment of the uranium mine is almost completed and that the treatment works at Port Pirie will come into operation early next year.

I want now to refer to wool production in South Australia. Whether we like it or not we are today living on the sheep's back. Wool is the main part of our economic system and it provides most of the financial credit we have in the Old Country. It was on land in the Far North, which was available cheaply and mostly under perpetual lease, that sheep were first run. According to the judgment of those prepared to go into the sheep industry that was the only type of land on which sheep could be successfully run, but in recent years there has been greater development in the industry because of the topdressing of land and the South-East has now become a large area for the production of wool.

Mr. Hutchens—Is the land there better than land in the Far North?

Mr. DUNKS—It may be that in the wet climate the wool is not so good in quality and texture as wool grown in the north.

Mr. O'Halloran—Is that why South-Eastern wool brings much more than northern wool?

Mr. DUNKS—That answers the question raised by Mr. Hutchens. Apparently wool produced in the South-East is superior to that produced in the Far North. In the early days of the State the sheep farmer asked how many acres he needed to run a sheep, but now in the South-East he asks how many sheep he can run to the acre. Modern developments have made it possible to run sheep on land in the South-East. Our sheep population is 12,000,000, a record figure. I now accept the challenge thrown out by the Leader of the Opposition in relation to private enterprise. The wool industry is practically the only primary industry that has been able to stand on its own feet, and to be managed by private enterprise. Fruitgrowers, egg producers, honey producers and potato growers have had to come to Parliament for protective legislation or for subsidies. The wool industry was founded by men with vision and initiative. They took risks, as private enterprise must always do. Some of them made colossal losses

and sold their land, only to find that purchasers made a success of some of it. Those pioneers were prepared to carry on so long as they were left alone and not fettered by Government restrictions. I congratulate them on their determination and initiative in carrying on and paying their way, and at the same time showing the world that it was an industry that did not need propping up.

I shall now refer to water reticulation and sewerage systems, particularly in the metropolitan area where great development has taken place over the last 20 years. The immense increase in the number of houses in the metropolitan area has made more sewerage connections necessary. I wonder whether members appreciate the effect water storage and reticulation have on the development of a country. When we are not able to supply water to a city the industries in it become stagnant. Over the years I have noticed that when we build a reservoir near a city the industries in it grow. As they grew and the water supply proved insufficient for them, their industrial activities were limited until another reservoir was built. Over the years we built Happy Valley and Millbrook reservoirs and people thought our industrial requirements would be satisfied, but it was not long before we had to build Mount Bold reservoir. Even that did not meet our full requirements, and it was not long before increased consumption caused Parliament to consider supplementing the supply. Some members advocated the linking of the Murray with the metropolitan scheme, but they were told that it would be too costly. That is being done today, however, and, in addition, the South Para reservoir is being built. I understand there is also some agitation for a reservoir at Myponga. These steps will certainly supplement our supply, but within another 20 years—probably less—we will have to consider a further augmentation to meet increasing industrial requirements.

During the past 21 years South Australian secondary industries have made wonderful progress, and so much has been said about the Playford Government's achievements in this field that some members may have forgotten the great work done by Sir Richard Butler when Premier between 1933 and 1938. During that period Holden's motor body building industry threatened to remove its works to Victoria because of the high South Australian company tax and the wharfage fees on exported motor bodies, which were the highest in the Commonwealth. Sir Richard introduced the Budget reducing company taxation to two shillings in

the pound—the lowest in the Commonwealth—and Holdens were induced to remain in this State.

The firm expanded, became General Motors Holdens, went on from strength to strength, and produced an all-Australian motor car, a credit to Australia and accepted by Australians generally as the equal of any comparable vehicle in the world. What a wonderful achievement by a firm that had such small beginnings in this State! Another big motor body building industry, Chrysler Corporation, has grown from a firm of carriage builders, T. J. Richards, which had its plant in Hindmarsh Square. Eventually, when motor cars began to be imported into South Australia, that firm decided to go into the motor body industry and built a plant at Keswick. As the acorn grows into the great oak tree, so that small original plant has expanded into the great C.D.D. works at Keswick today.

Mr. Hutchens—Because of their activities hundreds of small blacksmiths' and engineers' shops have had to close down.

Mr. DUNKS—Yes, but that applies not only to this industry. Unfortunately, the small man is being pushed out of industry, is being employed by the big business man, and is becoming a Labor instead of a Liberal voter. As well as building motor bodies, the Chrysler Corporation is a large producer of aeroplane components. During his term as Premier, Mr. Playford has been instrumental in the introduction to this State of the British Tube Mills, the Actil cotton mills, Philips Electrical Industries, Imperial Chemical Industries and the Broken Hill Pty. Co. Ltd. The Broken Hill Pty. Co. Ltd., which has made such a wonderful success of mining the ore at Iron Knob and treating it, originally at Newcastle and later at the Whyalla blast furnace, has also built ships on the Whyalla slipways, and I was pleased to read in His Excellency's Speech that discussions were taking place with the Broken Hill Pty. Co. Ltd., with reference to the establishment of the steel industry at Whyalla. This follows my amendment to a motion last session, which was carried unanimously. On that occasion I believed that the motion, in its original form, would be defeated and that the position should be examined to see whether a steel works could be established at Whyalla. Some members thought that my amendment meant that the Government should establish steel works. Nothing of the sort was in my mind. I have always been in favour of private enterprise. I am pleased to note that action is being taken along

that line. In considering our industrial life we may be inclined to give all the praise to the bigger companies, but there are hundreds of subsidiary companies manufacturing many of the small components required by the bigger firms and playing an important part in balancing the economy of our State.

I wish to refer to two educational matters requiring attention in my district. When built, the original Unley High School was probably intended to accommodate no more than 700 students, but, although only a few additions have been made to the grounds, today about 1,300 are enrolled. It is almost impossible to house them, even with the aid of the temporary buildings in the school yard, and the playing ground is not big enough. Fortunately, a few years ago I was able to persuade the Government to purchase 20 acres of land adjoining the Waite Research Institute, and that area will be big enough for a new school and the playgrounds required. I realize that the Minister of Education is sympathetic in this matter, which is mainly a problem of finance, but, as the Loan Council has made available to this State a certain sum, part of which will be available for educational purposes, I trust that the early construction of the new high school will be considered. The people in the Highgate area are anxious that an infant school be built there, and, as the Government procured land for this purpose some time ago, it only remains for a start to be made on the building, which would be a wonderful asset to the district.

I have two suggestions to make with regard to local government affairs. Some of our main streets and roads are poorly lit, particularly Hutt Street, which is one of the worst lit thoroughfares in the metropolitan area. The street is lit by lights in the centre of the roadway, and, after passing a light, the motorist finds that a shadow is cast for about five or six yards in front of his car. In fairness to the Adelaide City Council I must say that, after hearing my representations on the subject, it decided to light the street properly; but there are other streets that are badly lit only because the local council cannot afford to pay for their adequate lighting. I suggest that, where a council can make out a case for better lighting but cannot finance the cost, it should have an opportunity of asking for Government assistance to carry out the adequate lighting of the roads.

That is my first point. My second may also cause some discussion. I have seen many instances of a municipal council—and it may

also happen with a district council—wanting to borrow money to do some important work. Not long ago the Burnside council decided to build a ballroom because it thought the facilities there were inadequate for its big district. However, the Local Government Act says that a council cannot go on with certain works if there are more than a certain number of objectors. That is horse and buggy legislation: it may have been all right 50 years ago. The elected members of this Parliament have a perfect right to grant moneys for certain loan works, except that if any work is to cost more than £30,000 it must be referred to the Public Works Committee, but that sum should be doubled, considering the depreciation in the value of money. I just mention that in passing, but I emphasize that councillors are elected by the people, just as we are. Why should we crib, cabin and confine councillors and say that they must ask any noisy element whether they may carry out a job? The councillors are elected by the ratepayers and a vote of the council should suffice. I do not know how we can set up a committee analagous to the Public Works Committee, but it should be possible for the Municipal Association, for instance, to be given the right to appoint a committee of examination to inquire into any works to be carried out by a council and costing over a certain amount. Perhaps the approval of the Minister of Local Government should be obtained as well. I am only throwing out the suggestions; the machinery could be worked out later.

It is not necessary for me to say what has happened about the prices of our primary products on the world's markets. Except for wool, there is hardly one that you can look to with great confidence. Further the British Government has decided that the Ministry of Food is not to make further contracts, so our primary products will have to be sold for what the buyer is prepared to pay. The wheat situation looked precarious until our new Minister of Agriculture and the Premier went to Canberra to discuss the position yesterday. Fortunately, a decision was quickly reached. I do not know whether the personality or ability of the member for Eyre had anything to do with it, but he was able to convince the Leader of the Victorian Labor Party that what this State has been advocating for some time was adequate. This overcame some of the difficulty, but the stabilization scheme will not overcome the problem of the world's markets. While world prices are receding the price of land,

for some unknown reason, is increasing. If anyone wants to buy land on which to grow primary products he has to bid high for it. I believe that those paying high prices for land on a receding market are in for trouble in the near future. Our secondary industries also face difficulties. Australia is not able to manufacture and sell many goods in other countries. With some lines we cannot even compete in our own country with goods manufactured overseas. Some industries are now urging higher tariffs on imported goods. Surely one day we must admit cheap articles from Japan, Germany and other countries. When we do, our high cost of production will be felt more than it is today.

Mr. O'Halloran—And our farmers will not get 14s. a bushel for wheat, and then you will withdraw your remarks about the Minister of Agriculture.

Mr. DUNKS—When that happens I may, but in my opinion the cost of production in primary and secondary industries is far too high.

Mr. O'Halloran—I know something about primary industries, and I agree with you.

Mr. DUNKS—I know something about secondary industries, and we both agree. However, I attribute our high cost of production to something on which I am sure the honourable member and myself will not agree.

Mr. Jennings—The 40-hour week.

Mr. DUNKS—Thank goodness there is someone here who thinks the same as I do. The honourable member has put the words in my mouth.

Mr. O'Halloran—Of course, we do not believe in the rice and loincloth standard.

Mr. DUNKS—Can we meet this competition? The cost of manufacture is being reduced overseas, but we have a high cost of production because of the high wages prescribed in this country. There are only two methods; one is that employed by the pioneers of this country—hard work; and the other is finding better methods of production. I do not say we have to work longer hours, but if we worked harder in working hours, with not too many smokes or morning teas—

Mr. O'Halloran—And not too many visits to the golf course by the management.

Mr. DUNKS—I agree, but the honourable member sometimes forgets that although the man who does the hard work can go home with his day's work done, the man who owns the concern probably thinks over his problems until he goes to sleep, so if he takes an hour or two off during the day to visit the golf course, surely the honourable member should not

object. I said that one method of overcoming the problem of high cost of production was to find better methods of production. Is uranium the answer? I wonder. Longfellow wrote:—

The heights by great men reached and kept
Were not achieved by sudden flight;
But they, while their companions slept,
Were toiling upwards through the night.

They had no working hours; they did not know when to knock off. They were prepared to work and produce. I am afraid today there is a tendency for both employer and employee to think that the going is easy, and that they can slacken up. The torch of progress was lit on the shores of Holdfast Bay by the pioneers in 1836. They worked hard and produced. That torch is in our hands today. Let us hold it high and keep it alight and pass it on to our successors when their turn comes.

Mr. WILLIAM JENKINS (Stirling)—I rise with much pleasure to support the motion so ably moved by the member for Mitcham. I thank the Premier and the Ministry for the invitation to do this: I feel it is a great honour. I add my congratulations to the new Ministers. We can already see appreciable results of their efforts. I shall comment on some of the points made by His Excellency in his splendid and comprehensive address. He certainly struck the right note when he referred to the recent Royal Visit. I imagine that every member will take the opportunity of commenting on the Royal Tour, for we have surely experienced two of the most joyous months in the history of Australia. Her Majesty, and the Duke of Edinburgh, left behind them in this Chamber a lingering sense of their great personal appeal and graciousness, which will always be remembered by all members. I congratulate the Government on the excellent smoothness of the organization and the brilliance of the decorations of our city during the Royal Visit. I hope that on the next occasion Her Majesty will visit the southern towns. His Excellency referred to the development of this State but I shall refer particularly to expansion in my district. The population has increased considerably in the last 10 years owing, no doubt, to the rapidly expanding dairying industry. During the war a large cheese factory was built by Amseel at Victor Harbour. This has since been enlarged and there is a weekly output of about 50 tons of cheese. That factory also supplies whole milk to Adelaide. Last week that organization gained first prize for 20 lb. cheeses in the Adelaide competitions. A new factory is being built at Jervois, as the present building is

totally inadequate to handle the produce and a large factory is nearing completion at Mount Compass. The Myponga factory, which is in the district of Alexandria, gained first prize for cheese in the Commonwealth competitions and last week obtained three seconds in the Adelaide competitions and first prize as the best-conducted cheese factory in this State. Such examples are proof of the richness of the pastures and the suitability of the district for dairying.

I am gratified that the Electricity Trust is fulfilling its promise to provide electricity to the Mount Compass factory by the time it is completed. The potential development of the district is great and the extension of electricity to Strathalbyn, Milang and other southern areas will hasten that development and encourage the establishment of secondary industries. The essentials exist in the district for the economic establishment of industries. There is a wide seaboard which could be used for the disposal of effluent from factories and an abundance of fresh water nearby in the River Murray and the extension of electricity together with good roads and railways, should be sufficient to attract the attention of industry. The Premier is doing his utmost to induce a large firm to establish its factory in the area. This would ensure employment for young people in our southern towns and implement the Government's policy of decentralization.

It is to be hoped that the Premier's representations will result in the establishment of uranium technical laboratories here. South Australia has, from the outset, been in the forefront of uranium discovery and development and, coupled with strategic defence possibilities, the establishment of such laboratories in South Australia should be sympathetically considered. The provision of housing is still exercising the minds of Government and people alike. I believe that more homes should be built for rental. Many people, through no fault of their own, are unable to provide the necessary deposit to purchase a home. If they could be provided with a rental home and given the right to purchase after a period of three to five years, they would have an incentive to try to own a home. It is pleasing to note that subsidies are being provided for homes for the aged. I hope similar provision will be made annually. There are many country towns which would be happy to establish homes so that old people could live out their lives in environments they have become accustomed to.

His Excellency referred to T.B. x-rays and the immunization of children. I desire to link

his remarks with those of the Premier in referring to hotel trading and hours. I believe that much of the money spent on T.B. research is offset by unhygienic conditions which exist in some of our hotels. In T.B. institutions those afflicted with this dread disease have their own drinking utensils and a strict supervision is exercised over their use. The patients are instructed that when they go out and desire to buy a drink they should purchase a bottle of ale and not use public bars. However, these instructions are not always heeded. I have been told by doctors that a glass used by a sufferer may carry germs to a healthy person subsequently using the glass, particularly if he has a cold. I do not wish to impose any burden on hotel keepers nor do I wish to curtail the pleasure of T.B. sufferers, but in some hotels glasses are sloshed through a trough of cold water and left to drain until other customers use them. This does not sterilize them and I suggest that hygienic washing machines be installed to ensure perfect sterilizing effectiveness.

It was originally my intention to refer in detail to the causeway at Victor Harbour. However, the Minister this afternoon assured me that an amount is to be expended in repairing the present structure. I suggested that the causeway be built of stone but that is not to be done yet. Ultimately the causeway must be of stone. If secondary industries are established in the area there will be an avenue for a deep sea port and a rock causeway would be of great importance. The horse tram at Victor Harbour is a great tourist attraction but it will be out of operation in the summer when repairs are being effected. The Railways Department has advised that the horse trams are worn out and that they are unfit for much more service. At present during the holiday season only about 10 in every 100 people use the horse tram but if a motor road crossed the causeway and a roadway three chain wide encircled the island, many thousands of people

would travel there to admire the scenery. The view from the island is one of the best in the world. In winter, cars would cross to the island and people would admire the view and watch the rough seas breaking over the rocks. The tourist trade is of great importance and brings in a lot of money.

The Education Department is faced with the demand for more schools. There has been a rapid increase in the number of children attending primary schools. This is probably because families of ex-servicemen are reaching school age. In from five to ten years the department will be faced with the need to provide secondary schools for their education. The Architect-in-Chief's Department is confronted with the problem of keeping up with current Government requirements and I suggest that it would be advantageous to examine the possibility of establishing a drafting and building branch in the Education Department to consider the provision of more schools. This would relieve the already over-burdened Architect-in-Chief's Department. There has been a steady and buoyant progress in my district and this will be accentuated when electricity extensions are completed and the planned reservoirs at Strathalbyn and Victor Harbour are accomplished. Together with other smaller water schemes, the dairying industry will receive a great impetus.

Governments are judged by their administration. The expansion and development of this State are reaching proportions of great magnitude and imposing increasing responsibilities on the Government, but I am certain that in its coming legislation, within the limits of its power and finance, it will give encouragement and satisfaction to all sections of the community. I second the motion.

Mr. O'HALLORAN secured the adjournment of the debate.

ADJOURNMENT.

At 4.32 p.m. the House adjourned until Wednesday, July 28, at 2 p.m.