

HOUSE OF ASSEMBLY.

Thursday, June 19, 1958.

The **SPEAKER** (Hon. B. H. Teusner) took the Chair at 2 p.m. and read prayers.

PETITION: POLICE OFFENCES ACT.

Mr. **DUNSTAN** presented a petition from 7,525 electors praying that section 14 of the Police Offences Act, 1953, be repealed or alternatively subsection (1) thereof, relating to consorting with aborigines, be amended.

Read and received.

QUESTIONS.

WATER RATES AND ASSESSMENTS.

Mr. **O'HALLORAN**—I have heard a suggestion that there is to be an increase in the charge for water to consumers in South Australia. Can the Premier say whether it is intended to increase the assessment or the water rate during the current year?

The Hon. Sir **THOMAS PLAYFORD**—There is no intention whatever of increasing water rates this year and there was no ground for the suggestion that such an increase had been contemplated. It has never been recommended and certainly has not been discussed in Cabinet. From time to time assessments are reviewed but I know of no special circumstances regarding them that would give rise to any suggestion that untoward alterations were contemplated. Under the Act there is provision for assessments to be reviewed and I have no doubt that they will be considered in the future as they have in the past.

SCHOOL OF ARTS AND CRAFTS.

Mr. **GEOFFREY CLARKE**—Can the Minister of Education inform me what progress is being made in the additions and renovations to the School of Arts and Crafts and whether the Government is considering any proposal to build a new school?

The Hon. B. **PATTINSON**—The short answer to the question is that very slow progress is being made. A considerable time ago the honourable member, in his capacity as chairman of the council of the school, advised me to make an inspection and I did so in his company and with the Superintendent of Technical Schools, Mr. Walker, and his assistant, Mr. Bone. Some of the conditions I observed there were, in my opinion, deplorable and needed to be urgently remedied. I asked that this be done. In subsequent discussions and correspondence with the honourable member

and other members of the school council it was finally decided to request major renovations, alterations and additions to the school. I approved of a request being made to the Architect-in-Chief to plan such work and estimate the cost. This work did not proceed as speedily as I had hoped because the school architects in the Architect-in-Chief's Department are busily engaged on planning new primary and secondary schools which are urgently needed for the beginning of the next school year. However, plans were prepared, but in making an estimate of the cost the Architect-in-Chief pointed out that this building is not owned by the Government but is vested in the University of Adelaide and the School of Mines and Industries respectively, and the Government has only a short unexpired lease of it; and he questioned whether in the circumstances it was proper to spend a considerable sum on it and whether it would not be cheaper in the long run to plan for a completely new school. As soon as I receive his estimates of the cost of alterations and additions to the present building, and of the cost of a new school, I intend to submit them both to Cabinet for an early decision.

BICYCLES AT RAILWAY STATIONS.

Mr. **FRANK WALSH**—I have received complaints from railway users some distance away from the Marion and Ascot Park railway stations who ride bicycles to stations that there is not adequate provision for their protection at those stations. After losing one bicycle one man chained the back wheel to the frame, thinking it would be secure, but the front wheel was taken. Others have told me they have lost bicycles. Is there any hope that the Railways Department will provide better protection for the cycles so that their owners can be sure they will remain intact?

The Hon. Sir **THOMAS PLAYFORD**—I will have inquiries made to see if the request can be acceded to, and will advise the honourable member as soon as possible.

ZEBRA CROSSINGS.

Mr. **COOMBE**—Last year two zebra pedestrian crossings were introduced in the metropolitan area, one in my electorate and one in the Edwardstown electorate, and they have led to a great deal of confusion in the minds of the public. I believe these crossings can be very helpful if effective warning signs are displayed, but as they are now it is more dangerous to cross than it was

without them. Have any recommendations been made to the Government by the State Traffic Committee for making these crossings effective and avoiding confusion in the minds of the public, what are those recommendations, and will early effect be given to them?

The Hon. Sir THOMAS PLAYFORD—I entirely agree with what the honourable member has said; a zebra crossing that is not marked by the necessary signs can be very dangerous. A zebra crossing gives the right of way to the pedestrian and requires the motorist to stop, which is a reversal of the usual order of things, and unless the motorist knows that a crossing is there in time for him to pull up a serious accident can occur. In Victoria flashing lights have been erected at zebra crossings that are distinctly visible to the motorist for at least 100 yards.

Mr. Fred Walsh—I suggested this a couple of years ago but I was laughed at.

The Hon. Sir THOMAS PLAYFORD—That may be so, but I have seen those flashing lights working in Victoria and I thought they were effective. However, I will examine any reports that have been given. I was not aware that this report had been given, but I will examine it and, if any action is necessary, place it before Cabinet. It should be the duty of the authorities that establish zebra crossings to see that signs are displayed so that adequate intimation is given to the motorist.

FRUIT FLY CAMPAIGN.

Mr. HUTCHENS—The effective and kindly manner in which employees of the Agriculture Department have been working in my electorate has been appreciated by my constituents, who have been encouraged to give the greatest co-operation in an endeavour to save their own gardens and protect a very valuable industry. Can the Minister of Agriculture say whether the department intends to strip and/or spray trees in the now declared fruit fly areas next year? Is there any way in which trees could be treated, such as heavy pruning, to the advantage of the State and the grower?

The Hon. G. G. PEARSON—The Chief Horticulturist has reported as follows:—

During the summer of 1958-59 the quarantine restriction will remain in force prohibiting fruit movement out of the areas. A close check will be maintained on the areas by regular inspections of lure traps and the examination of fruit to confirm that eradication has been effected. If as is expected from previous experience no further recurrence of fruit fly is detected the areas will then be declared free of fruit fly and the quarantine restrictions lifted. Blossom pruning of fruits such as loquats and figs is already being done to suppress fruiting until the end of current

operations, and it is considered that no advantage could be obtained from general heavy pruning as suggested.

The department and the Government appreciate the co-operation of the honourable member and his constituents in respect of eradication in his district this year and, generally speaking, the co-operation of the public throughout the department's operations. I think the public has arrived at an appreciation of the necessity for this work and of the benefit it has conferred on commercial growers and back yard gardeners. The attitude of the department is not static—it is seeking ways and means to avoid in future the eradication measures that are now necessary, and to that end is endeavouring to obtain information that will probably direct its work along other lines; but it is necessary that the customary follow-up measures in declared areas be carried on in the forthcoming spring and summer, and a proclamation will be issued.

Mr. DUNNAGE—I noticed from the press that a new type of fruit fly trap has been acquired from America. As the member for Hindmarsh said, everybody wants to help in the eradication of the fruit fly, and I ask the Minister of Agriculture whether it is possible for this American trap to be copied so that people can have their own traps and co-operate with the Government in such a way that the fruit fly problem may eventually be overcome.

The Hon. G. G. PEARSON—I have not seen the trap, so cannot express an opinion on it, nor have I inquired whether or not patent rights prevent the traps being manufactured, but I will inquire and let the honourable member know the position as soon as possible. I appreciate the way in which the public and the honourable member are co-operating in this matter.

JERVOIS-WELLINGTON ROAD.

Mr. JENKINS—My question relates to the road between Murray Bridge, Jervois and Wellington, known on the Main Road Schedule as 240. The section about which I am concerned is that from Jervois for five miles towards Wellington. During the summer this is a dust bowl and is a nuisance to the dairymen on one side and house dwellers on the other. In the winter the road is pot-hole and slushy. Will the Premier ask the Minister of Highways whether there is any plan for sealing that road, and if not, will he consider sealing it?

The Hon. Sir THOMAS PLAYFORD—I will have the matter examined and advise the honourable member.

WALLAROO GRAIN DISTILLERY.

Mr. HUGHES—The firm known as Rosewarnes at Kadina recently occupied the grain distillery buildings at Wallaroo to build bulk equipment for the bulk handling of grain. Can the Premier advise whether this firm has leased the whole of the floor space, or has provision been made to accommodate other small industries that may be seeking accommodation?

The Hon. Sir THOMAS PLAYFORD—The firm has leased the whole of the floor space and I understand already has plans that will require its occupying the premises completely. As far as I know, no further space is available in the building.

GRANGE TO HENLEY BEACH RAILWAY LINE.

Mr. FRED WALSH—Has the Treasurer a reply to the question I asked yesterday concerning the reopening of the Grange to Henley Beach railway line?

The Hon. Sir THOMAS PLAYFORD—The Railways Commissioner reports:—

The Parliamentary Standing Committee on Public Works reported on the proposed duplication of the Woodville to Henley Beach railway on 8.6.50. The committee recommended the removal of the existing single line railway between Military Road and Henley Beach Station, and the construction of a new line of railway on a new alignment to the east. The committee recommended also that the land on the new alignment be acquired of sufficient width to enable a double track to be constructed should such be ultimately approved. The land in question has been acquired. The Metropolitan Transport Advisory Council reported on public transport in the Woodville-Henley Beach area on 20/8/56. The committee recommended that the land already acquired for the right of way for a future railway between Grange and Henley Beach—approximately 30 chains to the east of Military Road—which is vested in the Railways Commissioner, be retained. Having regard to the present state of development of the area, I am of the opinion that the construction of the railway would not be justified at present.

EGG MARKETING.

Mr. LAUCKE—The orderly marketing of eggs through various Government boards has in the past given the poultry industry a necessary degree of stability, but the recent dumping of medium grade eggs on the local market from Victoria is seen as a menace to this stability and orderly marketing generally. Can the Minister of Agriculture say whether steps are being taken to meet the threat to the industry arising from this dumping?

The Hon. G. G. PEARSON—No steps that contravene section 92 of the Constitution can

be taken to prevent eggs from other States being sold in this State; therefore, I am afraid that if the Victorian Egg Board desires to market its eggs in any other part of Australia it has a perfect right to do so. The problem for the Victorian Board arises from the fact that it had a heavy surplus of eggs for which, in the interests of its producers, it had to seek markets, so it sent them to South Australia. That concerned the South Australian board because the normal supply of eggs held in chilled store here to carry consumers through this autumn were not then required; but the chairman of the board informs me that he has succeeded in marketing eggs in New South Wales to an extent that has relieved the board of those eggs. Therefore, steps to prevent the importation into South Australia of Victorian eggs would, if they proved effective, preclude the South Australian board from sending eggs to New South Wales. Although when Victorian eggs began to come in it seemed to create a problem for the South Australian board, that matter has now been satisfactorily resolved.

LAND PURCHASES BY MIGRANTS.

Mr. LOVEDAY—Can the Minister of Lands say whether the reply he gave me yesterday regarding the leasing of land to unnaturalized alien migrants also applies to such migrants who wish to purchase land?

The Hon. C. S. HINCKS—Yes.

SOUTH-EASTERN KILLING WORKS.

Mr. HARDING—Recently the former General Manager of the Produce Department (Mr. T. Rice) took evidence from stockowners in the South-East on the desirability of establishing a killing works there. Can the Treasurer say whether Cabinet has considered Mr. Rice's report and reached a decision on the matter?

The Hon. Sir THOMAS PLAYFORD—Mr. Rice reported that he had taken evidence in the South-East and that the consensus of opinion in the Naracoorte area was that an export freezing works would be desirable there, but opinion was strongly opposed to the Government establishing it. Indeed, the whole tenor of the evidence submitted was that it should be established by private enterprise. Under the circumstances the Government can take no action, for the recommendation, at the request of the district, was against Government action.

Mr. Stott—Has that report been tabled?

The Hon. Sir THOMAS PLAYFORD—No, it was not a Parliamentary report; but any honourable member desiring to see it may do so.

EVICITION OF MIGRANT FAMILY.

Mr. STEPHENS—For some time I have been interested in obtaining housing for a migrant family in Port Adelaide, and this morning a police officer rang me to say that he had definite instructions that the people must be evicted next Monday morning. The family comprises a German migrant (a plasterer by trade who has been here five years), his wife and two boys. The police have asked the Housing Trust whether a house could be made available. Sergeant Pope, the officer concerned, does not want to put these people on to the street, but to save them if he can. He says they are clean people against whom no report has been made since their arrival. Their home belongs to Italians and, although efforts have been made to get another place for the tenants, only two are available, one at £8 a week and the other at £9. They will not move to either of those because they cannot afford to pay the rent required. They are honest and want to pay their way. This is a very deserving case, but neither I nor the police can do anything to help. Can the Premier do anything or does he know any way of dealing with this case so as to prevent these people from being put out on the street on Monday?

The Hon. Sir THOMAS PLAYFORD—If the honourable member will give me the names of the persons concerned I will see what can be done for them.

METER READING SLIPS.

Mr. BYWATERS—Will the Minister representing the Minister of Works take up with his colleague the possibility of returning to the former practice of providing householders with slips showing the former meter reading, the present reading, and the amount of water used, instead of the present method of just stating the amount used? I have had several complaints from ratepayers who say that they have not used the amount of water shown on the slip.

The Hon. Sir THOMAS PLAYFORD—Of course, any consumer who has any doubts can save the slips as he gets them and see exactly what the position is without the department having to do it for him. I will see what is involved in the honourable member's question and advise him later.

ERADICATION OF MOSQUITOES.

Mr. BOCKELBERG—It has been brought to my notice that mosquitoes are prevalent on parts of Eyre Peninsula, particularly at

Streaky Bay, and I ask the Minister of Agriculture whether it would be economical to spray by air. If not, will he ascertain whether there are any other effective methods of eradicating mosquitoes?

The Hon. G. G. PEARSON—Normally, the eradication of mosquitoes is a matter for the Minister of Health. The Department of Agriculture utilizes the services of mosquitoes in spreading myxomatosis, but from my small knowledge of aerial spraying gained during war-time and so on I should think that where mosquitoes are concentrated in a small, thickly populated area it would probably be economical to deal with them in that way. In a wide area which is sparsely populated I should think it would not be a reasonable proposition, but I will bring the honourable member's comments under the notice of the Minister of Health and ask his opinion.

ERADICATION OF SMOG.

Mr. TAPPING—An extract from the *Advertiser* of June 2 states:—

London, June 1. Britain will take a big step forward today to rid her towns of "smog." It will now be an offence, punishable by fines up to £100, to pollute the air by allowing thick, dark smoke to come from any chimney in any part of the country. Apart from the health aspect, air pollution is estimated to cost the nation £250m. a year in damage to buildings. In December, 1952, about 4,000 Londoners died from respiratory ailments aggravated by one of the worst smogs in history. In 1956, Parliament passed a "clean air" Bill, the main provisions of which will become effective today.

Will the Premier give this article his consideration?

The Hon. Sir THOMAS PLAYFORD—Some consideration has already been given to this matter and the Government has received the advice of an expert of international standing. Of course, the problem in Australia is totally different from the problem in England. I have seen conditions in London when one could not see across the street for days on end. If any action arises out of reports we are receiving it will be given publicity and, if necessary, receive legislative attention, but I doubt whether the same type of action as in London will ever be required in South Australia in the foreseeable future.

COUNTRY RAILWAY SERVICES.

Mr. HEASLIP—For years I have complained and made representations about the Adelaide-Wilmington railway service. Diesel trains have been made available on various lines, particularly in the metropolitan area,

and much money has been spent on the railways, but nothing has been done to improve the service on this line. Having failed in my attempts to have the service improved I ask the Minister representing the Minister of Railways whether his colleague will accompany me on a return trip to Wilmington and participate in the discomforts and waste of time that the public has to put up with?

The Hon. Sir THOMAS PLAYFORD—This line will be standardized under an agreement which has been ratified by the Commonwealth and State Parliaments, so I think it would be injudicious to spend much money on narrow gauge equipment.

Mr. Heaslip—I only ask for an improved service.

The Hon. Sir THOMAS PLAYFORD—The service depends largely on the equipment.

Mr. Heaslip—The service is worse now than 30 years ago.

The Hon. Sir THOMAS PLAYFORD—I do not deny that the service may not be adequate, but it would be bad policy to purchase expensive equipment to give a good service while negotiations are taking place to change the gauge to 4ft. 8½in. If we provided a better service now it would be operating only for a very limited time before the gauge was standardized. However, I will confer with the Railways Commissioner to see if it is possible to put more modern narrow gauge equipment on this line.

Mr. QUIRKE—For some years the branch line between Riverton and Spalding has been out of commission for passenger traffic. An efficient road service operates between Riverton and Jamestown, but before the commencement of that service I sought information as to whether this line could be rehabilitated and was told that the only possible chance was when the standardization of rail gauges took place and some of the heavy secondhand rails from existing tracks could be made available. In his negotiations for the standardization of rail gauges will the Premier consider the requirement of this branch line which serves a closely populated section of the State?

The Hon. Sir THOMAS PLAYFORD—I have no great personal knowledge of this line but I will take up the question with the Railways Commissioner and advise the honourable member whether it is practicable to adopt his suggestion.

Mr. DAVIS—Ever since I have been in this House I have been negotiating with the Railways Department for a more speedy service between Adelaide and Port Pirie. On several occasions the General Traffic Manager has

advised me that a Bluebird service would be put into operation but on every occasion I have subsequently been advised that no cars were available. His Worship the Mayor of Port Pirie, without my knowledge, arranged a deputation last Wednesday week to the Railways Department and I have been advised by the General Traffic Manager that the deputation did not make any proposal but desired to know the department's intentions. Will the Minister, representing the Minister of Railways, ascertain from the Railways Commissioner whether it is intended to give Port Pirie such a rail service and, if so, when it will come into operation and what the timetable will be?

The Hon. Sir THOMAS PLAYFORD—I will endeavour to get that information and let the honourable member have it.

ACCOMMODATION FOR STUDENT TEACHERS.

Mr. JOHN CLARK—I am pleased to know that there are possibilities of a considerable increase in the number of student teachers in the near future. However, the existing accommodation will no doubt be overtaxed. Can the Minister of Education say whether any plans have been made for adding to the accommodation at the existing colleges or is it intended to procure other premises for such accommodation?

The Hon. B. PATTINSON—Plans have been made for extensive additions to the existing college in Kintore Avenue. That will be a major job and will take a long time to complete. Details of cost will have to be placed before Cabinet before submission to the Public Works Committee. In the meantime it is imperative that temporary arrangements be made for further accommodation at the beginning of the next school year and the Acting Deputy Director of Education, Mr. Walker, is busily engaged on that matter. As soon as the Architect-in-Chief is in a position to supply plans and specifications and estimates of the cost I propose to submit them to Cabinet without delay because Cabinet agreed in principle about two years ago to the additions to the college at Kintore Avenue.

COUNTRY POLICE STATIONS.

Mr. STOTT—Some months ago the Chief Secretary advised that the Government intended to do something about the police station at Swan Reach which was in a bad state of repair. It was suggested that consideration would be given to erecting a new station. I understand that at Loxton it is proposed to build a new courthouse and police station. Will

the Premier ascertain when both projects will be commenced?

The Hon. Sir THOMAS PLAYFORD—I believe these matters were brought before Cabinet by the Chief Secretary about four months ago and that Cabinet approved of an amount being provided on this year's Loan Estimates for the work. I would like to check the accuracy of my memory, but if the honourable member does not hear from me he will know that my belief was correct.

JURORS' FEES.

Mr. O'HALLORAN—Recently I have received complaints from a number of industrial organizations whose members are occasionally called up to serve as jurors that the present fees and travelling allowances in many cases result in a loss, because the fee does not cover the wages the employee would have earned, and in some cases the travelling allowances do not meet the cost of travel. Will the Premier have this matter investigated to see whether a schedule of payments could be provided so that ordinary people on ordinary incomes will not be out of pocket as a result of serving on juries?

The Hon. Sir THOMAS PLAYFORD—Yes, I shall be pleased to do that. On two occasions since the war these fees have been examined by the Government and altered, but I realize that the value of money has been changing fairly rapidly, and it may be that the fees have again got off centre. I will have the matter examined and advise the honourable member.

PROGRESSIVE PAYMENTS FOR BARLEY.

Mr. LAUCKE—My question refers to a disturbing precedent regarding payments for barley established after the last harvest when, with an abnormally light barley crop and a shortage of cereals generally, the State Barley Board was directed by Canberra to defer overseas sales. As progressive payments to growers are determined by export prices as revealed in parcels actually sold, and finance is thereafter made available by the Commonwealth Bank based on crop income expectations, a national policy, however necessary and laudable in itself, but which defers sales reacts to the detriment of the barley grower in prolonging his waiting time for progressive payments. Will the Minister of Agriculture take steps to ensure that, when national need leads to deferment of sales, this of itself be not reflected in the delay of progressive payments to growers?

The Hon. G. G. PEARSON—The Act under which the Barley Board operates provides that in all cases the board shall have full regard to the reasonable requirements of the Australian consumer and the Australian industry. That, in itself, I think covers to some extent the point raised by the honourable member. The other aspect is the one he has cited, namely, that there was an extreme shortage of coarse grain, and in fact all grain in Australia this year, and the carry over of wheat in Australia, at least up to the time when the incoming crop can be expected, will probably be down to an all-time low figure of 20,000,000 bushels. In the light of those circumstances the Commonwealth Government, exercising its prerogative under the export licence provisions, asked the Australian Barley Board to refrain from making overseas sales until the position regarding foodstuffs for stock and human consumption was clarified. I believe it was generally accepted by growers that that policy was sound because, had the supply of feed been rapidly exhausted, it could well have been that, with the delayed opening to the season this year, the farmers would need the barley to feed their own stock. Therefore, the slight inconvenience caused—slight because it is not usual to make the first advance until after June 30, and I cannot say when the second payment will be made—was a small price to pay for ensuring that supplies of stock feed would remain in Australia. This has only happened once over a long period, so I think growers should accept the position.

EMERGENCY HOME FOR COUPLE.

Mr. STEPHENS—With the corporation of Port Adelaide and the health inspector I have been endeavouring to assist an elderly couple living in my district, and I have received a letter from the General Manager of the Housing Trust as a result of representations made to that body, which reads as follows:—

I refer to your inquiry of the 3rd June as to the prospects of the trust providing some kind of rental accommodation for Mr. and Mrs. Joseph Walker. The case has been investigated and an experienced officer of the trust has on three occasions visited the premises occupied by them. The last visit was made recently. The trust is of the opinion that the state of health of both the applicant and his wife is such that it would be undesirable for them to be placed either in one of its "cottage" flats or an emergency dwelling, and that their case is probably rather one for institutional care than for the trust.

In any event, I am afraid there are many applications for the relatively few flats which

the trust is able to build in existing circumstances which are of longer standing and which are also urgent, so that this case is not yet really in line for consideration. As regards an emergency dwelling, investigation seems to indicate quite definitely that one of these dwellings would not be suitable for their accommodation.

Can the Premier do anything in this matter, or suggest any Government institution that might be able to deal with this case?

The Hon. Sir THOMAS PLAYFORD—The Government has subsidized very heavily the establishment of old folks' homes by various religious organizations, and more recently the Commonwealth Government adopted the policy we had laid down and carried it even further, by subsidizing to the extent of £2 for £1, whereas the State previously subsidized on a pound for pound basis; so now a considerable number of these homes are being run excellently and carried on very successfully with the aid of the pensions received by the pensioners. That is one avenue I suggest the honourable member might examine. If these people so desire, I suggest to the honourable member that the second avenue is to submit their names to the Children's Welfare and Public Relief Department so that it can examine the circumstances and see if it is necessary for them to go into one of the Government homes or hospitals.

OUT-TURN ON BARLEY.

Mr. JENKINS—Can the Minister of Agriculture indicate the significance to the grower of the gain in weight caused by the out-turn of barley stored by the Barley Board?

The Hon. G. G. PEARSON—Speaking from memory, in his recent statement the General Manager of the Barley Board indicated that the gain from out-turn this year on the barley pool now being finalized (the 1956-57 pool) would be about 70,000 bushels. It is rather interesting that this gain occurs practically every year and that its value, when expressed in money as a result of the sale of the increased weight, has been sufficient to recoup the cost of the board's administration. Indeed, I think it is correct to say that the gain in out-turn has paid for the whole of the board's administration during its existence; therefore, because of the board's operation it is able to retain to itself and the growers the value of the out-turn, whereas under the old marketing conditions the gain benefited the merchant who bought the barley. The result is that the board's administration costs the growers nothing when expressed in those terms.

PRINTING OF SEWERAGE REGULATIONS.

Mr. LOVEDAY—On May 6 last year I asked a question regarding the printing of sewerage regulations and on September 17 I was told that the regulations should be ready for printing in the not distant future. Can the Minister representing the Minister of Works say whether those regulations have yet been printed and, if not, whether their printing can be expedited?

The Hon. Sir THOMAS PLAYFORD—I will inquire of the Minister of Works and advise the honourable member.

FLORA AND FAUNA RESERVE.

Mr. HARDING—Recently a deputation from the south-eastern branch of the Stockowners Association waited on the Minister of Lands to see whether a flora and fauna reserve could be established on Crown lands in the hundred of Spence. Has the Minister a report on this matter?

The Hon. C. S. HINCKS—As the honourable member indicated this morning that he required further information on this matter, I have obtained a report. True, a deputation from the Naracoorte branch of the Stockowners Association waited on me on March 23 regarding setting aside areas of Crown lands as flora and fauna reserves. The deputation agreed that such reserves could be considered only where lands were not suitable for development. I pointed out that in the hundred of Spence the land not being developed would be suitable for development when drainage was effected, but in the hundred of Woolumbool it was doubtful whether drainage would have any effect on certain lands not considered suitable for development. A report on the eastern portion of Daw's Estate, hundred of Woolumbool, has recently been received from the Land Settlement Committee, and the Land Development Branch of the department is making inquiries regarding lands suitable for development. When definite information is available I will advise the honourable member so that he may inform the deputation.

WALLAROO HARBOUR.

Mr. HUGHES—From time to time I have heard conflicting statements regarding the depth of water at the Wallaroo jetty. It has been reported that ships have steamed from the jetty drawing 29ft. 5in. with safety. Can the Minister representing the Minister of Marine say whether the Wallaroo jetty has accommodation for six vessels: two of 26ft. draught, two of 27ft., and two of 28ft.?

The Hon. Sir THOMAS PLAYFORD—I will get the information for the honourable member.

SEALING OF BROKEN HILL ROAD.

Mr. O'HALLORAN—Will the Premier ascertain from the Minister of Roads whether it is intended in the near future to seal the main Broken Hill road where it passes through Cockburn, and particularly whether this can be done before the worst of the summer weather and so mitigate the serious dust nuisance in that town?

The Hon. Sir THOMAS PLAYFORD—Speaking from memory, I believe that work was included in this year's schedule of road work, but I will get a report from the Minister of Roads.

COMMONWEALTH SCHOLARSHIPS.

Mr. LOVEDAY—The following letter was sent out by the Education Department in January this year:—

I regret to inform you that your application for a Commonwealth scholarship for 1958 was unsuccessful. Although your marks were above the marginal mark the standard of the entries was so high that there were insufficient places for all applicants who gained more than the required minimum. If you wish to apply for a scholarship in the future you could either repeat the Leaving and gain higher marks, re-apply on the 1957 results later this year, or apply for a later year award when you are completing at least the first year of your tertiary course.

In view of the great importance of this matter to those who are capable getting the best out of tertiary education, can the Minister of Education say whether his department has taken steps to ensure that, if shortage of finance is the cause, sufficient finance will be available in future to enable scholarships to be awarded to all those who obtain more than the required minimum?

The Hon. B. PATTINSON—It is not for the Education Department to ensure adequate finance: that is in more capable hands. The cause will not be the lack of recommendation, because both the department and the Minister agree that it is highly desirable that more opportunities should be made available for these scholarships. I can say no more at the moment, but I hope more opportunities will be available during the coming year.

LOCAL GOVERNMENT GRANTS.

Mr. O'HALLORAN—My question is directed to the Treasurer, representing the Minister of Local Government, and concerns grants for road building to municipalities, particularly country municipalities. There has

been a great increase in the number of motor vehicles registered in larger country towns, particularly towns such as Peterborough. This has meant a tremendous increase in motor traffic in what were formerly the less important streets of these towns, and it is completely beyond the capacity of the municipality to provide adequate roads with its own revenue. Will the Government consider increasing the grants to municipalities so that a programme of sealing streets and roads may be carried out over a period of years? If this were done, some of the considerable registration fees paid by people in country towns would be spent for their benefit.

The Hon. Sir THOMAS PLAYFORD—There are two sides to the question. In the last three or four years the Government has made additional sums available to district councils.

Mr. O'Halloran—I was speaking of municipalities.

The Hon. Sir THOMAS PLAYFORD—I include them under the term "district councils," but the position is that all registration fees, less cost of collection and interest on money already spent on roads, is credited to the highway fund, and if more money is made available for secondary roads it will automatically follow that less money will be available for highways. Probably the highways are the more important, but I will take up the question as regards Peterborough and advise the honourable member later.

HIGHWAYS DEPARTMENT INSPECTORS.

Mr. LAUCKE—I acknowledge the excellent work done by the district engineers and inspectors of the Highways and Local Government Department in advising district councils on road construction, but the extensive areas placed under the control of each engineer places an undue burden on him and, as a result, councils sometimes cannot plan their works programme efficiently and effectively. Will the Government consider appointing more inspectors or assistant engineers to enable closer liaison between the department and district councils?

The Hon. Sir THOMAS PLAYFORD—For some years the Government has been trying to get additional inspectors, but qualified men are not easy to enlist. Furthermore, the more inspectors we appoint the greater the tendency for councils to dispense with appointing inspectors, thus leaving Government inspectors to do their work. Our inspectors give councils tremendous assistance, but it is necessary now for the larger councils to have an engineer capable of supervising council work. The Government cannot undertake the supervision of all

district council work throughout the State. Indeed, if that were done the purpose of the Local Government Act would be defeated because this work should be under the control of councils. It is the Government's policy to recruit additional engineers as they become available.

X-RAY MACHINES IN SHOE STORES.

Mr. O'HALLORAN—The use of X-ray machines in shoe stores has received considerable publicity in the press. On June 6 the *Advertiser* published a report from Sydney which stated:—

X-ray machines in shoe stores were "inventions of the devil," the Assistant Director of the Commonwealth X-Ray and Radium Laboratory (Mr. J. F. M. Richardson) said today.

In the same paper there was a report from London as follows:—

New rules to prevent radiation danger from shoe shop X-ray machines will come into force in Britain next month.

The strength of the machines will be cut down, and customers will be warned by a notice on each machine not to have more than 12 X-ray fittings a year.

I have learned that steps have been taken in New South Wales and Victoria recently to drastically curtail or eliminate the use of these machines in shoe stores. Will the Premier see whether these machines are being used to any extent in South Australia and whether action is necessary to protect the health of those using them?

The Hon. Sir THOMAS PLAYFORD—I will be pleased to do that.

NANGWARRY ELECTRICITY SUB-STATION.

Mr. HARDING—Can the Premier say when it is expected that the new electricity sub-station at Nangwarry will be commenced, and will it be linked up with the Mount Gambier station?

The Hon. Sir THOMAS PLAYFORD—An additional amount is being made available for the Electricity Trust on this year's Estimates for extensions in the Mount Gambier area, and that includes the Nangwarry area. It is intended to connect those areas, and I believe that work will be commenced in the near future. I cannot give any precise dates because this matter is under the control of the Electricity Trust; but negotiations for the purchase of equipment are proceeding. I think I shall be able to give more specific information when the Loan Estimates are prepared.

WORKMEN'S COMPENSATION ADMINISTRATION.

Mr. O'HALLORAN—Can the Minister representing the Attorney-General say whether in certain cases arising out of court claims for excess medical expenses under the Workmen's Compensation Act difficulties have arisen in the court because there are no rules of court in this type of case? If rules of court have not been drafted, will they be drafted to meet the difficulties which have proved to be very real in one or two cases?

The Hon. B. PATTINSON—I shall be pleased to refer the question to the Attorney-General and ask him to reply to the honourable member direct.

JOINT COMMITTEE ON TOWN PLANNING APPEALS.

The Legislative Council transmitted the following message:—

The Legislative Council, pursuant to Joint Standing Order No. 1, requests the concurrence of the House of Assembly in the appointment of a Joint Committee, with power to adjourn from place to place, to inquire and report what action should be taken in respect of any report of the Town Planning Committee laid before both Houses of Parliament pursuant to Section 13a of the Town Planning Act, 1929-1957.

In the event of the Joint Committee being appointed, the Legislative Council will be represented thereon by three members, two of whom shall form the quorum of Council members necessary to be present at all sittings of the committee.

The said three Council members will be the Hon. K. E. J. Bardolph, the Hon. Sir Arthur Rymill and the Attorney-General (the Hon. C. D. Rowe).

The Hon. Sir THOMAS PLAYFORD moved—

That the Legislative Council's request be agreed to; that the members of the House of Assembly to be members of such committee be Messrs. Coumbe, Stephens and Fred Walsh, of whom two shall form the quorum of the Assembly members necessary to be present at all sittings of the committee; and that a message be sent to the Legislative Council informing that House accordingly.

Motion carried.

(Sitting suspended from 3.25 to 4.47 p.m.)

APPROPRIATION BILL (No. 1).

Returned from the Legislative Council without amendment.

ADJOURNMENT.

At 4.48 p.m. the House adjourned until Tuesday, July 22, at 2 p.m.